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六拜禮 號十二月四英港香 SATURDAY, APRIL 20, 1929. 日一十月三

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CHINA'S GIGANTIC AIR PLANS.

AIR MAIL ROUTES ALL OVER COUNTRY.

THREE MOST IMPORTANT IN SIX MONTHS.

AMERICAN CONTRACTS.

Nanking, Apr. 19.
The gigantic aviation programme of the Nationalist Government, calling for the establishment of regular air-mail services all over the country, is making visible progress.

It was announced this afternoon that the State Council has approved the signing of a contract between the China National Aviation Corporation, formed by the Government with Mr. Sun Fo as President, and an American firm entitled the American Aviation Exploration Incorporated.

Ten Year Contract.

The contract is a lengthy and somewhat complicated one, and the American aircraft firm undertakes to establish air routes in various parts of China, operating the services under the direction of the China National Aviation Corporation.

The contract is for ten years, terminating in 1939, and specifies that the American Aviation Exploration, Inc., will establish within six months, air mail routes between Hankow and Canton, between Hankow, Nanking and Shanghai, and between Nanking and Peking.

American Planes and Pilots.

The operating company will employ American equipment and pilots, while it also undertakes to establish Aviation Schools for the purpose of training Chinese as air pilots up to the standard required for the operation of air mail services.

It is expected that the American Aviation Exploration, Inc., will bring to China immediately, about twenty machines and about twenty-five fully qualified air-mail pilots and mechanics. The numbers will be added to appreciably once the schemes are under way.

Aerodromes Free.

The China National Aviation Corporation agrees under the contract to supply all the aerodromes which may be regarded as necessary.

The contract is hailed as a gigantic step forward in establishing the much-needed improvement of rapid communications in China.

It is believed that the National Government is now planning to sign through the China National Aviation Corporation, similar contracts with other American aviation interests, providing for the establishment of air-mail routes in other parts of the country.

No Monopolies.

It appears from the form of the contract, and it is definitely understood, that the National Government is carefully avoiding anything verging on a monopoly and keeping unhampered control. They are merely contracting with the Americans. The American Aviation Exploration, Inc., will operate the air services under the direction of the Chinese.

It is also learned that the State Council has approved another contract with the American Aviation Corporation grants the American firm the privilege of operating passenger and freight services throughout the whole of China on its own account.

An Aircraft Factory.

The A.A.E. is also granted the privilege of manufacturing aeroplanes and aircraft equipment in China, in connexion with which it is understood that the Curless-Robertson interests, who control the A.A.E. Inc., plan to form an American Corporation under the China Trade Act, capitalised at seven millions of dollars (gold) for the specific purpose of manufacturing aeroplanes in China.

As announced recently, the China National Aviation Corporation has been capitalised by the Government at \$10,000,000, and it is part of the Curless contract, that half of this sum shall be invested by them.—*Reuter.*

EUROPEAN HOUSE BURGLAR.

SCHOOLMASTER'S LOSS PUT AT OVER \$1,100.

HOUSEBOY SUSPECTED.

A daring burglary was committed at the residence of Mr. A. T. Hamilton, master at the Ellis Kadorie School, at 5, Leighton Hill last night, the thief or thieves stealing clothing and silverware valued at \$1,175.

Mr. Hamilton informed the police that the burglary must have been perpetrated between midnight and six o'clock this morning, and he strongly suspects a discharged houseboy, for whom the police are now searching.

Entrance to the house was gained through a window on the ground floor, and the fact that the thieves were able to steal so much property without disturbing the household proves that they had an intimate knowledge of the inner arrangements of the house.

Early this morning Mr. Hamilton's house-boy found the dining room in a state of confusion and it was then discovered that a large quantity of silver ware and other articles were missing including a wrist watch and some clothes.

Mr. Hamilton immediately reported the matter to the police, who are making investigations.

CHILDREN HELP MINERS.

OVER \$100 FROM "PILGRIM'S PROGRESS" PLAY.

KOWLOON EFFORT.

The latest addition to the Fund for the relief of distress amongst British miners and their families is a sum of \$110 raised by the proceeds of the children's play, "The Pilgrim's Progress," recently given by the St. Andrew's Church Young People's Society.

In forwarding this money, Mrs. J. H. Hunt, the Superintendent, states that the price of admission was only 30 cents, so that the sum procured was very satisfactory. She adds: "The children were pleased to have the opportunity of assisting in raising money for such a deserving cause."

The excellence of the result of this little effort is certainly most gratifying, and we desire to express thanks to all who in any way assisted to make the production the success that it was.

This now brings the sum so far received by the *Telegraph* to \$7,580 and \$2,168.

The local fund is being definitely closed on the 29th instant, and we would again appeal to all who intended helping to send in their contributions without delay.

The Home Government is subscribing to the Lord Mayor's Fund on a £ for £ basis, so that every \$5 sent from Hongkong means an addition of £1 to the Fund. The opportunity for helping will not long remain, as the Fund closes on the 30th inst., and the final draft from Hongkong will be cabled home on the 29th.

GENEVA CONFERENCE SUCCEEDS.

COUNTERFEIT CURRENCY SUPPRESSION.

Geneva, Apr. 19.
The conference which has been discussing the question of the suppression of counterfeit currency has concluded its labours. A draft convention has been adopted.

The Indian and the Chinese delegates agreed to the draft convention with reservations as regards the question of extradition.—*Reuter.*

SUMMER-TIME

AN HOUR'S LESS SLEEP ON SUNDAY.

London, Apr. 19.
Summer-time comes into force in England at 2 a.m. on Sunday when clocks will be placed forward an hour.—*Reuter.*

LORD CUSHENDUN SURPRISES.

BRITAIN WILLING TO TAKE BACK SEAT.

DISARMAMENT PLANS LEFT TO MILITARY POWERS.

LITTLE EXASPERATED.

London, Apr. 19.
The Preparatory Disarmament Commission of the League of Nations to-day decided unanimously to set aside the Russian Soviet proposals of 1925.

Lord Cushendun, the leading British delegate, said that in his judgment, the Commission was now beginning serious business. He recalled that the Commission started its work by a discussion of two draft conventions submitted by the British and French delegations.

A good measure of agreement was reached upon those conventions. There was, however, a certain amount of disagreement, and the disagreement centred on a few points of very great importance.

In the following year, there was an adjournment to give an opportunity for discussions and, if possible, an arrangement regarding the disagreement which had arisen in relation to naval disarmament.

Unhappily, those efforts had not hitherto been successful, but outside the Preparatory Commission, the leading naval Powers that signed the agreement at Washington had actually effected a large and important measure both of reduction and limitation.

Land and Air.

He suggested that, in view of this progress, the Commission should proceed with the other branch of the subject, namely, limitation as applied to forces by land and air. He had no doubt the naval difficulties would be overcome.

On the subject of limitation by land and air, he confessed the British Government was keenly anxious to arrive at some definite measure of agreement which would permit the opening of the Disarmament Conference. He, himself, had been very impatient, and sometimes inclined to feel a little exasperated at the slow progress that had been made.

The British Government were prepared to make great sacrifices in order to reach the agreement that they desired.

Strong Views.

On former occasions, when the Commission had discussed various propositions, the British delegation, represented first by Lord Cecil, and afterwards by himself, had expressed strong views on the many points in dispute.

"We still hold to those opinions," Lord Cushendun added, "we still hold that the principles which we have expressed are the most likely to lead to good results, but on the other hand, while holding to those views, we recognise that this branch of the subject is not that in which we have the most interest."

(Continued on Page 18.)

FAMINE HORRORS IN KANSU.

CHILDREN BEING EATEN IN MANY PLACES.

PROVINCE DOOMED.

Peking, Apr. 19.
The China International Famine Relief Committee reports the receipt of pitifully-worded appeals from foreigners in the famine regions in Kansu, such as: "Is Kansu forgotten or its distress under-estimated? Those who have been on the verge of starvation since the last meagre harvest are now succumbing in great numbers." This is from Lanchow.

The Rev. Mr. Simpson, embaling from Minchow, Kansu, says: "Tell everybody that Kansu is doomed. Moslem rebels have devastated South and West Kansu, and they have been followed by Government troops consuming and destroying. Eighty per cent. of the population are without food or seeds. There is no grain for sale. Children are being eaten in many places."

Missionaries state that 300 are dying daily in Lanchow, despite the fact that private relief is feeding thousands daily.

Another telegram says: "The need is desperate. In many places, people are too weak to bury their dead."—*Reuter.*

NEW ATTACK ON LAND SPEED RECORD.

Captain Malcolm Campbell Trying To-day.

LOST AUSTRALIAN AIRMEN.

HOPES OF RESCUE ARE NOW RAPIDLY FADING.

ORGANISED SEARCHES.

Sydney, Apr. 19.
Hopes of discovering the lost airmen, Lieut. Keith Anderson and his pilot, Robert Hitchcock, who have been missing in the wilds of Western Australia for eight or nine days, are rapidly fading.

They went out in search of the missing Southern Cross fliers on April 7th, and failed to turn up at Wyndham after leaving Newcastle Waters on April 10. Nothing has been heard of them since, though Captain Kingsford Smith's party has been located and rescued.

Eight aeroplanes have been engaged in the past week in an intensive search for Anderson and Hitchcock, but their scouring of the immense and practically uninhabited area in which the mishap is thought to have occurred, has so far proved fruitless.

The machines now engaged in the quest are to be joined at once by five aeroplanes of the Australian Air Force and the organised search is to be continued with this extra assistance.

It is planned that inland bases shall be established at Wave Hill and Flora Valley.—*Reuter.*

KOWLOON HIGHWAY ROBBERY.

FOOTPADS WHO POSED AS DETECTIVES.

Kwok Ping-yau, an engineer residing at 159, Reclamation Street, was the victim of highway robbery last night when he was held up by two men who stole articles worth \$15.

The engineer states that in Gascoigne Road at about 11.30 p.m. he was stopped by two men who interrogated him, stating that they were police detectives. Thereupon he was seized by one of the men while the other robbed him.

FINNISH POLITICS.

DIET REFUSES TO INCREASE SALARIES.

Helsingfors, Apr. 19.
The President has dissolved the Diet owing to its refusal to vote credits to increase the salaries of Government employees.

New elections will take place on July 1st.—*Reuter.*

COMMUNISTS LED BY GIRLS.

EX-STUDENTS WITH RED TURBANS.

"REDS" LOOT AND KILL IN SWATOW DISTRICT.

TROOPS ON THE MOVE.

Swatow, Apr. 16.
Further reports of the Communist raid on Liu-ng, the market town on the Han River, above Chiochowfu, show that after entering the place and extensively looting it, they left on the approach of troops of the 2nd Brigade, sent from Chiochowfu. These reports show that the Communists, in which ten of the rebels were killed, and as many more taken prisoner, after which the Communist force withdrew into the hills of Fungshun again.

It appears that they had originally planned an attack on the district city, which might have been easier owing to a perennial feud between the city and the surrounding villages; but they found the city held too strongly, passed it, and, dividing into two sections, raided Yung-kim market, and then the river town.

More Looting.

They looted another place on the way, Phianthien, and killed over twenty people there. In Liu-ng, there was little loss of life, as the people had warning of the attack and hid in the hills.

There is a story that among the Communists are a number of girl ex-students. A countryman lying hid in the country bordering the area controlled by the Communists lifted up his eyes and saw a strange sight—a procession advanced led by twenty girls!

They were divided into three companies. All had turbans of red cloth; the clothing of the first company was slashed with green stripes, of the second with yellow, and of the third with grey.

Armed With Revolvers.

All of them were armed with good revolvers.

Behind them came a large rabble of the countryside. The countryman, who could not conceive of girls armed for fighting, thought that he must be "seeing things."

But one of the features of the Communist movement is the fascination that it has for girl students, and this aspect is frequently commented on by Chinese observers. Whether the countryman saw what he describes or not, it is good Communist propaganda to be going round the countryside. The scene is as picturesque as a comic opera: in a setting in the hills it would be as effective as an ideal procession.

Flourishing Movement.

Since the Fungshun Communists were being attacked not only from Chiochowfu, but also from Thongkhang, by the military, it is likely that that particular force will be dispersed and scatter into the villages.

The movement, however, still flourishes to the west of the district, and there is continual pressure on the villages bordering the district to join it. As appeals for military aid are generally heard only after a village has been attacked, the temptation to join and avoid immediate trouble is considerable, and so the snowball grows.—*Our Own Correspondent.*

NATIVE RIGHTS IN EAST INDIES.

HOLLAND GIVES MAJORITY ON PEOPLES COUNCIL.

The Hague, Apr. 19.
An important change in the constitution of the Dutch East Indies is likely to come into operation very shortly as the result of a Bill, just introduced to the First Chamber, and approved by 29 votes to 16.

The Bill provides for the revision of the constitution of the People's Council of the Dutch East Indies in several ways, the most important change being that from now on, natives, Europeans, Oriental, races and foreigners, will have equal rights of representation.

The present European majority will, therefore, disappear in favour of the native.—*Reuter.*

Bulls and Inners

From the Office Butts.

Election-nearing.
The first topic was noticed on Monday last, crossing from Kowloon in a southerly direction. A popular after all, however, that this was really only one of last year's.

"Ducks" may be expected for a short season, although they are not considered good "bags" in the Peak district.

Of course, it must be distinctly understood that a man who wears the gabardine, is not necessarily a gaberdonian.

The annual transfer of the Shield from the Kowloon Football Clubhouse to Happy Valley, and back again, is due to take place this afternoon.

Shall we gather at the fountain? If Potter can hole out in one, On a hole he has barely begun; His driver's a putter—So utterly utter, That his putting and putting are one!

We read that some of the General Election speeches are to be made into gramophone records. This should enable voters to hear both sides.

One way to stop war in China is to compel every Chinese soldier to salute an officer at least once each day.

If this hot weather continues, what are you going to wear at the garden party?

People at Home will soon be taking an interest in the Vote Race.

Apparently the Shanghai storekeepers consider the majority of residents are doggone crazy.

At a conservative estimate, and without any attempt to labour the point, we should say that the forthcoming general election is going to be marked by a very liberal outpouring of rhetoric.

Police news:—"Eight hundred sun helmets stolen from a godown." Someone has a rooted fear of sunstroke.

"Lost:—In Nathan Road, Kowloon, white crepe-de-chine frock and piece mauve crepe," says a local advertisement. It is understood that it was absent-mindedly thrown away instead of a bus ticket.

"Reader:—Boston is noted for its boots and shoes. On the other hand, Chicago is noted for its shoots and booze."

"John:—As a schoolboy once remarked, the King's pardon is what you get when you have triplets."

Interviewed, Mr. MacWhirter had no particular views on bathing beauties. This, he hastened to add, was due to the fact that he has never bathed any.

This week's cinema sub-title:—"She had a head like a door knob; anyone could turn it."

The Bateman cartoon is yet to be drawn depicting a visitor arriving at Blake Pier carrying his own fire escape.

Optimism:—The schoolboy who on speech day promises to do his best for the coming generation.

The Duke of Melrose:—What are again appearing in the picture can a man do better than placing seems to suggest that they're not fearful odds?

The Government Radio will soon broadcast notes illustrative of the local life. The first again will be microphoned from a street fountain in Wyndham Street.

Looks as if the "I'm Alone" Free was disappointed when he

"Slim men will prevail, according to fashion's dictum," says a writer in a men's wear journal. The Ferry turnstiles may become a popular after all.

The local lawyer who appeared for both plaintiff and defendant reminds us of the Aberdonian who backed the pony both ways—win and lose.

A correspondent bazzards the sent—baggage-carrier. A Kowloon man on being rebuked, for being under the influence, explained that he was only exhausted after a long walk. That's the worst of these wide roads.

One of life's compensations—public car driver robbed. The betting tax was a hopeless front: It really wasn't worth the cost—A fact which "Winnie" frankly owns. So now he'll try to tap the phone!

Is the Old Country losing its spirit? Mr. Churchill says people are drinking more tea and less alcohol. There may be no measles in Hongkong, but there still remain a few bad spots for all that. In the opinion of Chinese curio dealers, decay is O.K.

Another local merger is indicated—the Water Department and the Royal Observatory. These Chinese in Manila seem to be going at it hammer and tongs. Natural history note:—Purs now make their annual migration—from the drying room to the refrigerator. The query is:—Given fifty top hats and twice as many pairs of spats in the Colony, how are they to go round on the same afternoon? The week's gem from a contemporary:—"If he is in Canton at all and not, as some have said, in Hongkong, Mr. Fung Chuk-man, the Finance Minister for Kwangtung Province, is reliably stated to have been placed under a mild degree of supervision or detention." We understand that if he is in neither place, the reliability of the statement is even more emphatic! Mr. Winston Churchill has decided to abolish the Betting Tax. The tax on punters' credulity is to remain. "Babe" Ruth is to marry again. He seems to have made another big hit. The Conservatives desire to reduce unemployment, but apparently they cannot Budget. "Hongkong Hotel Bus Stops," says *Telegraph* heading. Whiff? "Bridge Made Easy" may be all right, but what most players want is some method of making their debt payments less difficult. The fact that the "Ironside" is again appearing in the picture seems to suggest that they're not so rusty. A man was caught selling broadest notes illustrative of the local life. The first again will be microphoned from a street fountain in Wyndham Street. Looks as if the "I'm Alone" Free was disappointed when he

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SHIPBUILDING MATERIALS, SHIP CHNDLERS
HARDWARE MERCHANTS.

PHONE:—CENTRAL No. 1116.

Wing Woo Street
Tel. Central 25.

MAN FOUND DEAD.

AFTER BEING GAGGED AND
BOUND BY ROBBERS.

During the course of a robbery which was carried out on the ground floor of No. 61, First Street, on the night of March 14-15, this year, the master of the shop was bound and gagged, and when later attended to it was discovered that he was dead. Arising out of this occurrence a Chinese named Lam Hop was charged with robbery and with stealing a serge jacket and a purse containing \$1.50 in money before the Police Judge (Mr. Justice Wood) when the Criminal Sessions were resumed yesterday afternoon. There was an alternative charge of counselling, procuring and commanding two men unknown to commit the robbery.

Mr. Somerset Fitzroy prosecuted for the Crown and the prisoner was undefended.

The first witness was Lai Chak, who stated that he was a relative of the master of the shop and was employed in the shop as a fook. The prisoner and other men had previously been employed at the shop but they had been dismissed. On the night in question, witness said that he was dozing when the prisoner descended from a cock-loft where he was sleeping, and told witness that he was going to obey a call of nature.

Threat to Kill.

Shortly afterwards witness said that he heard the prisoner's voice, and two men appeared at his bedside and threatened to kill him if he spoke. Witness was seized by the throat and was nearly throttled, after which he was bound and gagged.

When he succeeded in freeing himself, a quarter of an hour later, witness found that the articles mentioned in the charge were missing. He was very much frightened and dashed out of the shop. As he did so he saw his master lying on his bed near the front door, covered up. He was too frightened to give assistance and although he called for help no one came along. He did not blow a whistle because he did not possess one.

He arrived at No. 7 Police Station about 1 a.m. where he made a report, but he did not return to the shop until daybreak.

Witness was closely cross-examined by his Lordship as to the manner in which he was tied up. He said that he could not afterwards find two socks that were thrust into his mouth as a gag, nor a girdle that was used to bind his feet.

Concealing Crime?

After completing his questioning, his Lordship explained to the jury that the witness had accused the prisoner in connexion with the crime and the question was whether he was to be believed or whether it was possible that he himself was trying to conceal some crime of his own.

Replying to the jury, witness said that there never had been a whistle in the shop.

An interpreter gave evidence as to reading a charge to the prisoner at the Police Station, in reply to which he stated he was asked by two dismissed fooks to open the door and let them into the shop, but this he refused to do.

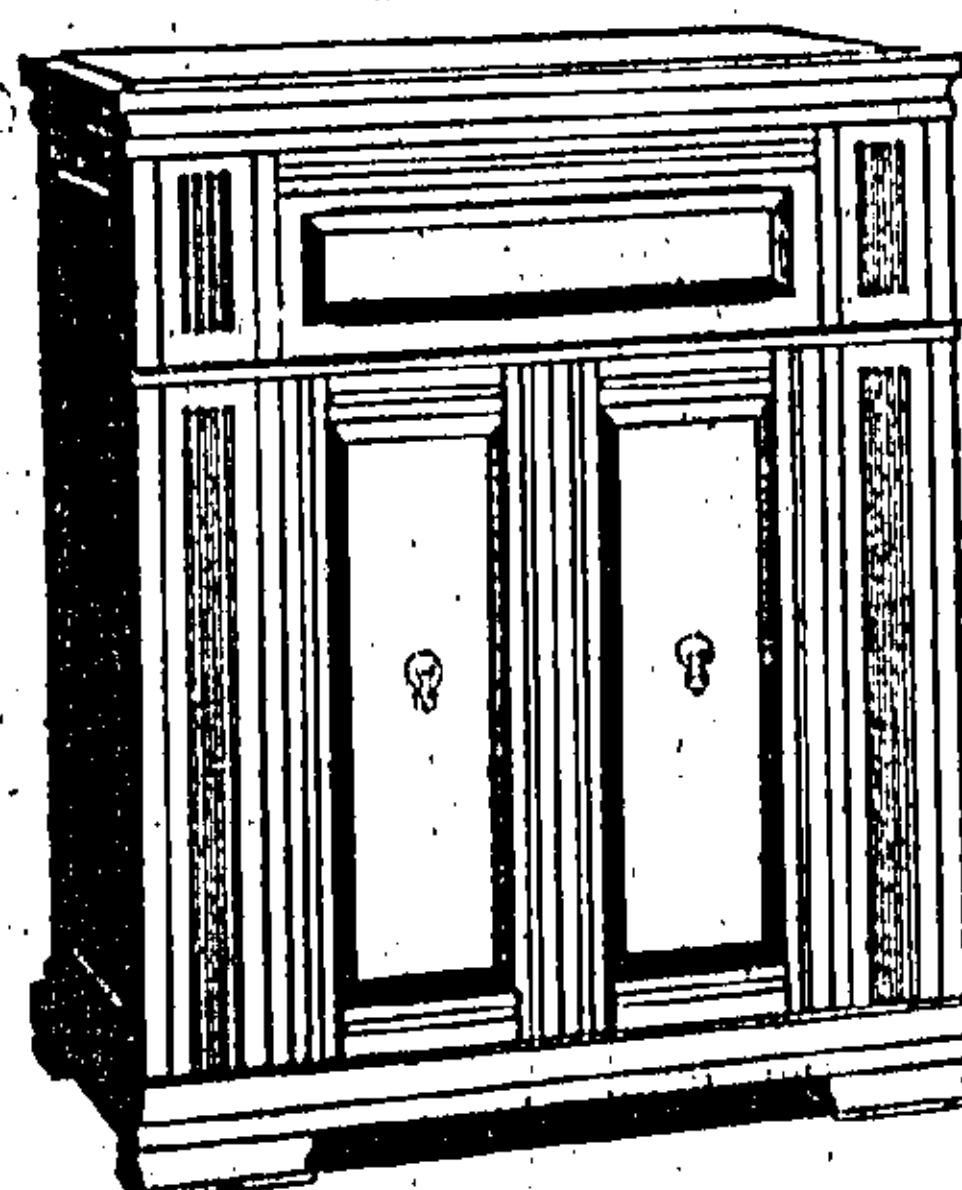
Evidence was given by Sub-Inspector Rozakwy to the effect that when Lai Chak arrived at the Police Station he had various cords tied round him and a pair of trousers tied round his neck, but there was nothing that would have prevented him from taking them off himself. There was, he said, some confusion behind the counter. Witness had not seen the pair of socks that Lai Chak had spoken of.

Prisoner's Explanation.

After a Chinese constable had given evidence of arresting the prisoner on board the s.s. Tung On, on the evening of March 16, Mr. Fitzroy read a statement made by the prisoner before the Magistrate. This was to the effect that,

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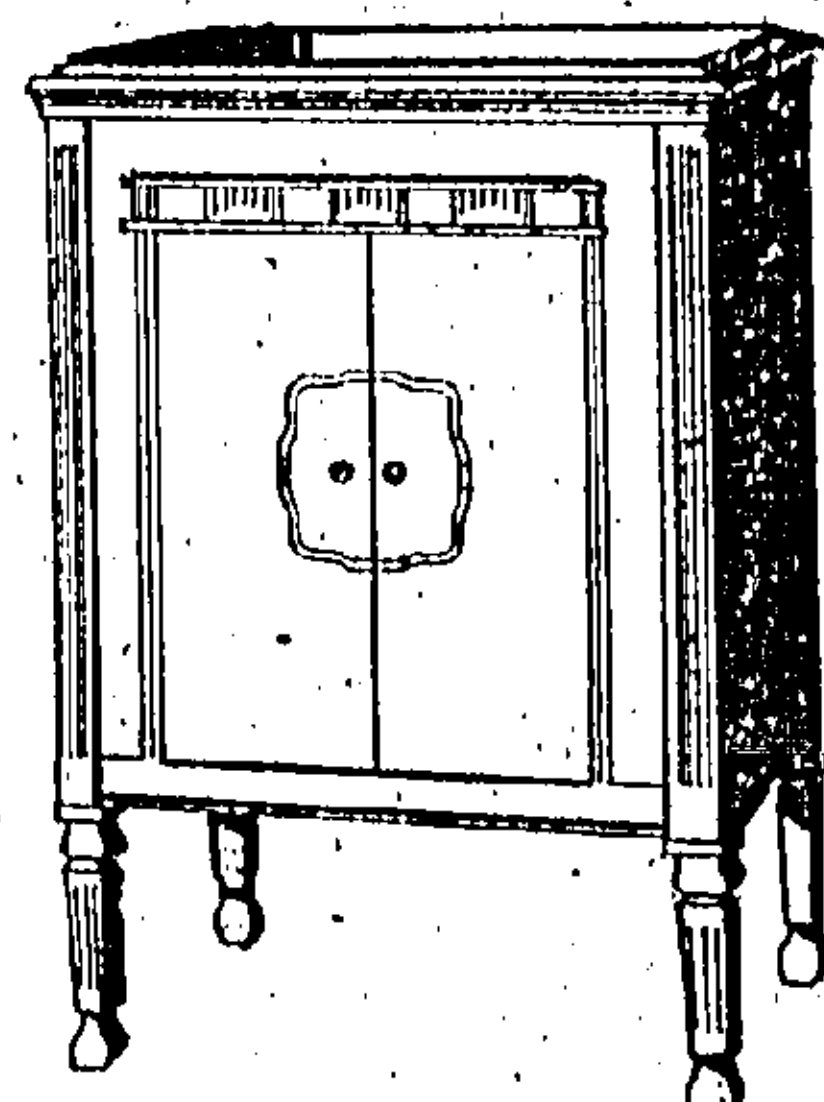


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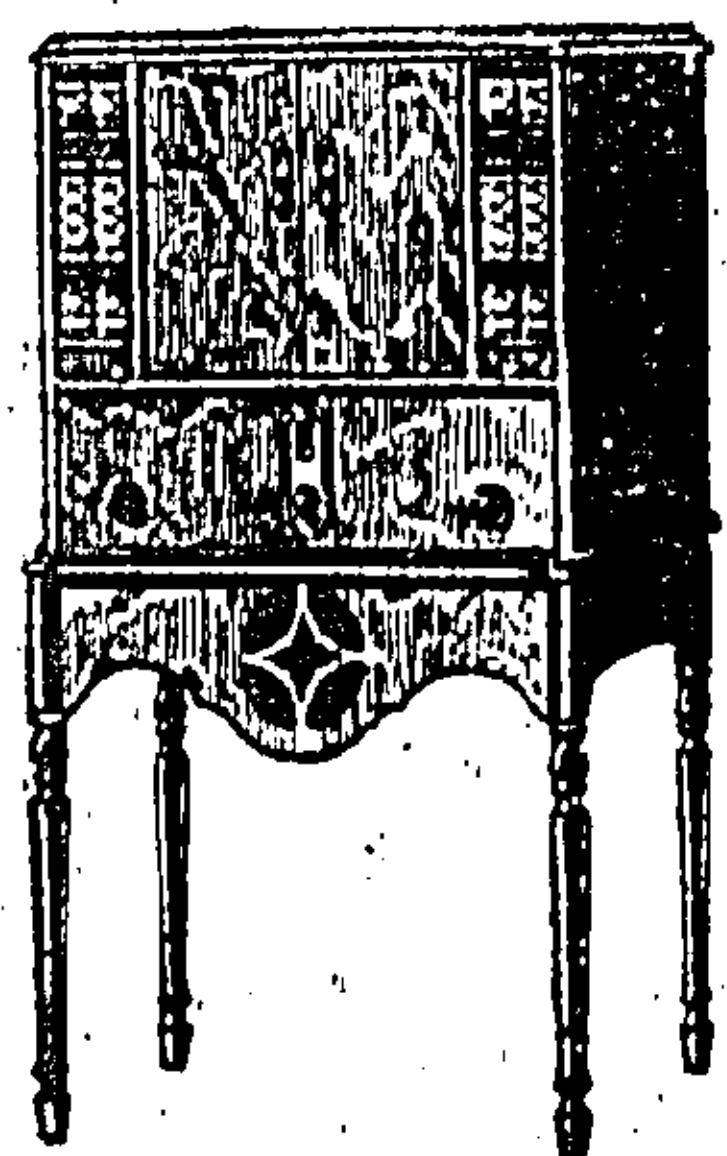
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having refused to open the door to the men, he drew his wages and went to stay with his aunt in Russell Street on the night of March 14, the night of the robbery. He stayed there and was going with his aunt to Canton when he

was arrested. He was leaving the Colony in order to get away from the men who had asked him to open the door.

In summing up, his Lordship pointed out that the real evidence for the Crown was that given by

Lai Chak. That evidence was full of suspicious circumstances, and his Lordship added he would not like to see anybody convicted on such evidence.

Acquittal Verdicts.
The jury retired for a short

while, and on returning brought in verdicts of not guilty on both counts.

The prisoner was accordingly discharged, his Lordship remarking that he was fully in agreement with the findings.

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and can be corrected
by a regular course
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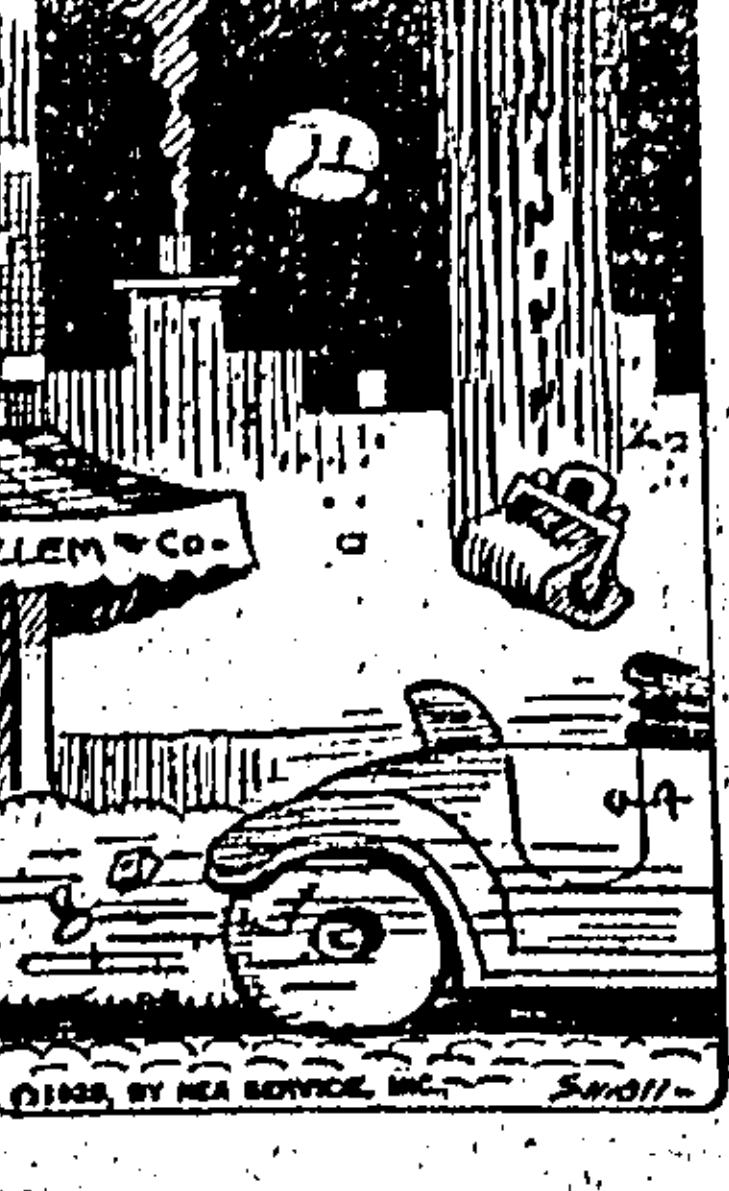
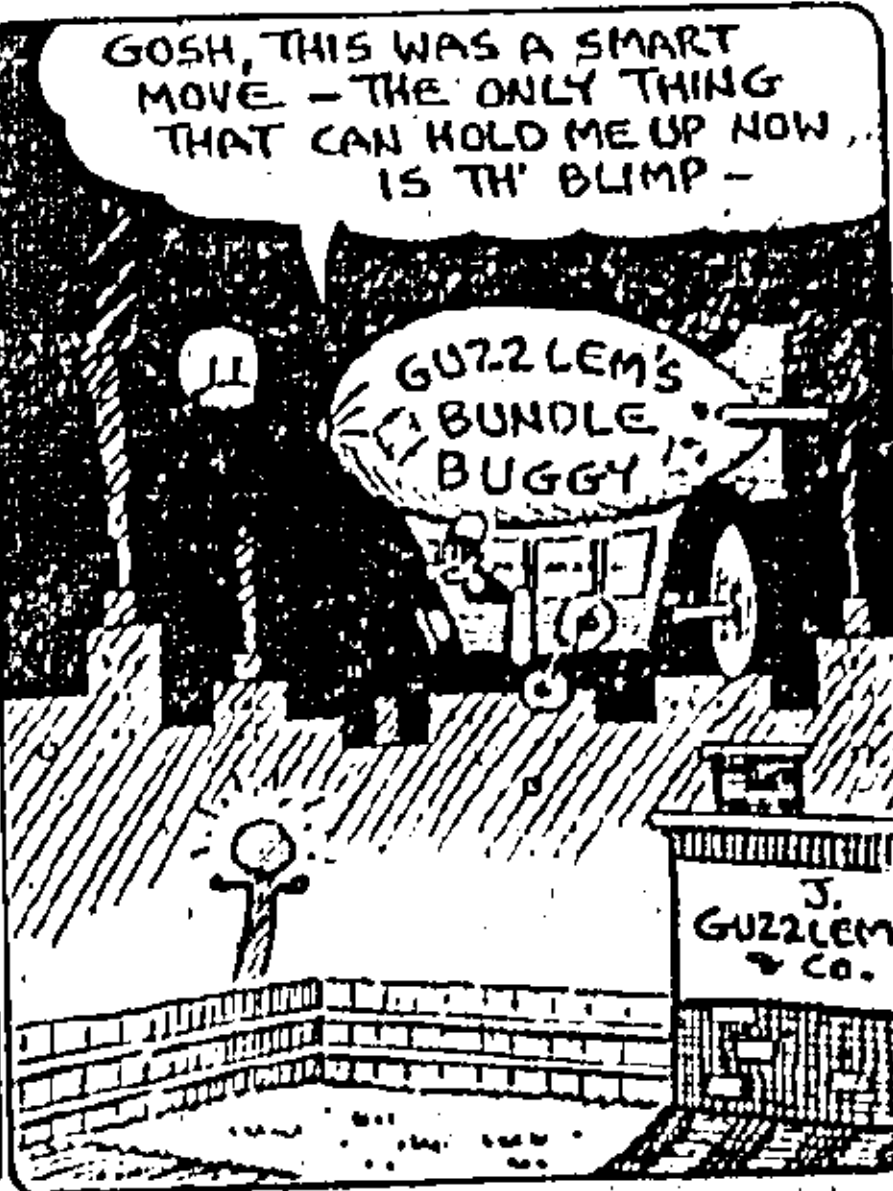
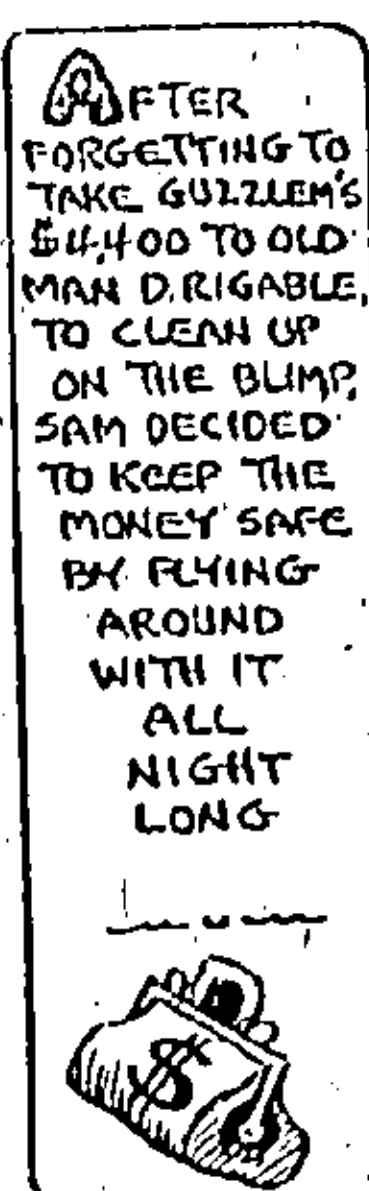


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**WORK OF THE NAVY
LEAGUE.****ACTIVITIES STRESSED AT THE
ANNUAL MEETING.****APPEAL TO BRITONS.**

An appeal for more support for the Navy League, to further the good work it is doing, was made by Sir Henry Pollock, presiding at the annual meeting of the Hongkong branch, which was held in the boardroom of Messrs. Jardine Matheson and Company, Limited, yesterday afternoon.

The annual report stated.—The membership is now 206. The committee have to record with regret the deaths of Messrs. H. P. White and R. J. Birbeck. It is proposed to hold an overseas conference in London about 24th October this year at which Lord Linlithgow will preside. Suggestions for the agenda are invited from this branch and also any names of delegates who will be presented.

The film "Keep Watch" was ordered from home and this branch contributed £25 towards the cost. It is proposed to show it on the 24th May (Empire Day), further particulars of which will be announced later.

"The Navy" magazine is the official paper of the Navy League and contains some interesting and instructive matter. It is hoped that members will show a greater interest in the doings of the Navy League generally by becoming regular subscribers.

Last year, we regret to say only \$560 was collectable from members—in fact, only about half paid their subscriptions. This is a sad state of affairs and we hope members will render the arduous duties of the hon. treasurer less so by paying their dues on the first application.

Our thanks are due to Mr. G. W. Sellers for so kindly auditing the accounts.

The Chairman's Address.

Addressing the gathering the chairman said:

Gentlemen.—The report and accounts of this branch of the Navy League for the year, 1928, are now in your hands, and the only item in the report and accounts which, I think, calls for special comment, is paragraph four of the report, from which you will see that an Overseas Conference will be held in London about the 24th October, 1929. In that connexion the incoming committee will be glad to receive suggestions from the members of this branch as to the agenda and as to any names of delegates from this branch to be present at that meeting.

The Navy League motto is, "Keep watch"; and there is much to be watched over in our widely scattered Empire with its long lines of communication.

In particular out here, in the extreme Far East, the importance of our Navy and of its maintenance at adequate strength to meet the responsibilities of the British Government for the protection of British lives and property in the present disturbed state of affairs in China, must be patent to everybody.

Whilst all of us can and must fully sympathise with the present rulers of the Chinese Republic in their strenuous endeavours to set their house in order, it would be a very poor sign of friendship on our part towards those rulers to pretend that they have an easy task ahead of them, in the present unsettled state of their country.

False Economy.

In these circumstances our head office deserves the utmost support which Britons out here can give it in its strenuous campaign to defeat the machinations of those false economists who would, if they were not strenuously opposed, cut down our Navy below what is, having regard to our world-wide interests, the margin of prudence.

Accordingly it behoves Britons in Hongkong, where shipping is the life blood of the Colony, to roll up and join this branch of the Navy League, and I would particularly urge the members of the St. George's, St. Andrew's and St. David's Societies to join this branch of the League en bloc, and thus increase our membership from a little over 200 to about 1,000 members and thus restore this branch to the proud position which it occupied at the beginning of 1927 when it had a credit balance of nearly \$3,500, which enabled it to remit during that year nearly £170 towards the general campaign fund of the head office.

A Factor of Safety.

The British Navy exists not for purposes of aggression but as a police force for insuring safety not only to people of our own race but also to tens of millions of people of other races for whom

we are under obligation to protect. Since the Great War we have been given mandate after mandate.

There is no entrance fee and the subscription is only \$5 a year, and for an additional \$3 a year members can have sent to them the excellent monthly magazine of the League, called *The Navy*, which will keep them abreast of all that concerns the British Navy and its progress.

As an extra reason for joining this branch of the Navy League, I would mention the excellent work which is being performed by the head office, in conjunction with the Navy League of Canada, in the important work of settling some of the surplus population of Great Britain with their families in the dominion of Canada, thereby effecting the double purpose of helping to relieve unemployment at home and helping to develop, with British labour, the resources of that great dominion.

I would, therefore, once again say to British subjects here, women, as well as men:

"Join the Hongkong Branch of the Navy League, and send along your \$5 to Mr. W. A. Dowley, 3a Des Voeux Road Central, who has kindly consented to stand for election as our hon. treasurer."

I now beg formally to move the adoption of the report and the passing of the accounts.

This was seconded by Mr. H. C. Shrubsole and was carried.

Election of Officers.

In proposing that Sir Henry Pollock be re-elected President, Mr. L. M. Whyte said that Sir Henry had been connected with the League for many years and had done a great deal for it. He did his utmost for them and spent a lot of time in this connexion.

The proposal was approved and Sir Henry returned thanks.

Commodore R.A.S. Hill, R.N., was elected Vice-President; Mr. W. A. Dowley was elected hon. treasurer and Mr. L. M. Whyte was re-elected hon. secretary. The last two officials together with Mr. R. Sutherland and Mr. C. Champkin will form the new committee.

Following the disposal of the formal business, Mr. L. M. Whyte addressed the meeting on the question of showing the film "Keep Watch" in Hongkong. He stated that the picture had been viewed by members of the committee, and it had been proposed to show the film on Empire Day.

Mr. Whyte continued that he had spoken to the manager of the Queen's Theatre, who had said that he would be very pleased to incorporate the film in one of the afternoon, or evening performances, either at half past two or at five o'clock. Mr. Whyte continued that he would like an expression of opinion on the matter.

The film had been shown very successfully at home and depicted Navy life to a great extent. It also showed the diminution of our Navy power as compared with other nations. It would be shown particularly for children, and it would be an excellent idea to screen it at the Queen's or at some other theatre.

The chairman expressed gratitude to the manager of the Queen's Theatre and said the question was at what performance it should be shown. They had to bear in mind that there would probably be many British children present.

Mr. W. J. Stokes asked if it would be shown at only one performance, and when he received a reply in the affirmative, he said that they were between the devil and the deep sea. However, in view of the fact that it would also appeal to service men, and the evenings were now long, he suggested that five o'clock would be the better time.

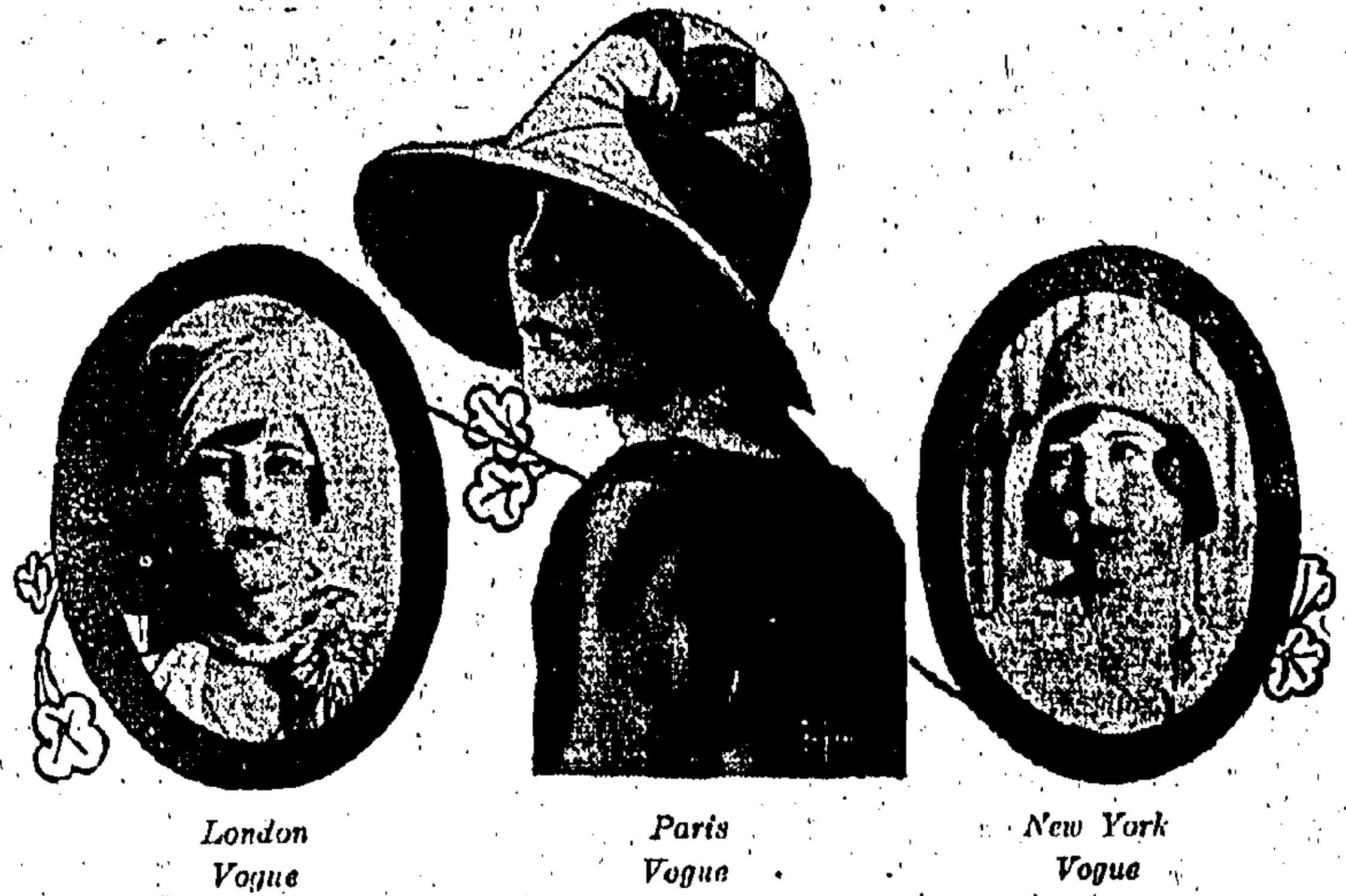
In reply to a question, Mr. L. M. Whyte said he believed that the Queen's Theatre would seat 1,200. Mr. Stokes's suggestion was supported and agreed to.

Sailors' and Soldiers' Home.
The meeting was brought to a conclusion by an address by the Rev. J. C. Knight Anstey, who appealed for a continuance of support in connexion with the new Sailors' and Soldiers' Home.

He pointed out that they had endeavoured to reach a very high standard of comfort at the new home and they wanted to keep up to that standard. The men, he said, had shown wonderful appreciation, and 5,700 men had slept there since it was opened a little over two months ago.

The speaker continued to explain that the R.A.F. had had a whip round of their own accord, and practical appreciation had been shown by the men of one of the smaller naval ships. It was not a home that could be run as a commercial undertaking, and they did not want to run it on those lines. It was a temperance institution and consequently they did not get big bar profits.

The chairman said he was sure that the incoming committee would carefully consider the plea.

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will demand the most careful attention to every aspect of feminine attire, and it will be universally admitted that the question of millinery is of the utmost importance.

Anticipating an exceptional demand for Dame Fashion's latest creations, we instructed our buyers in London, Paris and New York to make special selections from the season's offerings.

We take a special pleasure in inviting the Ladies of Hongkong to visit our exhibition, feeling sure that this unique display will evoke the greatest admiration.

All of the hats comprising this selection are moderately priced.

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A delightful comedy
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to quench your en-
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JOCELYN LEE **MAH MOORE**
From the Novel by John Thomas...
Scenario by Douglas Z. Doty...
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The following replies are awaiting collection:

295, 300, 301, 305, 306, 315
344, 363, 371, 374, 376, 381
385, 411, 426, 427, 443, 445
455, 461, 462, 465, 474, 476
486, 502, 503

WANTED.

WANTED.—An English Lady or a gentleman, to teach English in a Chinese School 3 hours each day. Write Box No. 503, care of "Hongkong Telegraph."

MISCELLANEOUS.

CLOSING SALE at Fook Weng & Co., China Building, Hongkong, for Canton Shawls, Swatow Linen, Silk and every description of Oriental Art Objects.

TO LET OR FOR SALE.

TO LET OR FOR SALE.—At Fanling (in On Lok Village), Furnished or Unfurnished, 4 Roomed HOUSE with Garden and Garage. Moderate Price. Apply KWONG SANG HONG, Ltd., 250, Des Voeux Road Central.

PREMISES TO LET.

LOST.—SMALL SCOTCH (CAIRN) TERRIER FEMALE DOG, long hair dark brindle colour. Answers to the name of "SARAH" finder will be rewarded on returning it to Mr. Wotherpoon, Talkoo Dockyard, \$5 reward.

TO LET.—Part of house with furniture, to be let on the Peak. Rent \$100 inclusive. Available immediately. Write P. O. Box No. 67.

TO LET.—No. 3, King's Park Buildings, Austin Road, Kowloon, 4 roomed FLAT with modern conveniences. Apply The Union Trading Co., Ltd., York Building.

TO LET.—Repulse Bay to let No. 2 Bungalow furnished for seven months from June next. Modern sanitation telephone, etc. Apply Pearce, P.W.D. or at the Bungalow.

APARTMENTS TO LET.

VICTORIA PRIVATE HOTEL, HANKOW ROAD, KOWLOON, rooms with full board from \$95 to \$130 per month, double rooms for 2 persons with full board from \$180 per month, daily rates from \$4 per day, European management. Tel. K.357.

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New Advertisements

PENINSULA HOTEL.

GRILL ROOM and ROOF GARDEN.

FRIDAY, 26TH APRIL, 1929.

We beg to notify Patrons that the usual Daily Tea Dance and Dinner Dance will not be held on the above date as the Grill Room and Roof Garden have been reserved for the Chamber of Commerce Banquet in honour of H.R.H. the Duke of Gloucester.

Hongkong Hotel, Roof Garden Dinner Dance as usual. Also, on this date, dance at the Peak Hotel.

The Hongkong & Shanghai Hotels Ltd.

G. R.

NOTICE.

HONGKONG AND KOWLOON WATER SUPPLY.

The quantity of water in the storage reservoirs has fallen so low that further restrictive measures are under consideration, and should an adequate rainfall not occur before the end of April, the water supply in Hongkong and Kowloon will be cut off daily between the hours of 6 p.m. and 6 a.m. from the 1st May.

The most rigid economy in the consumption of water is now essential, and the co-operation of the public in preventing waste is again earnestly requested.

HAROLD T. CREASY,

Water Authority.

Public Works Department, Hongkong, 19th April, 1929.

DOUGLAS STEAMSHIP COMPANY LIMITED.

The Ordinary General Meeting of the above Company will be held at the Company's Offices, P. & O. Building, on Monday, the 29th of April, 1929, at 11 a.m.

The Transfer Books of the Company will be closed from the 25th of April to 29th of April, both days inclusive.

DOUGLAS LAPRAIK & CO., General Managers.

THE SIMPLEX PLASTER COMPANY, LIMITED.

NOTICE is hereby given that the Fifth Annual General Meeting of the Company will be held at the Registered Office, 2nd Floor, Powell's Building, Des Voeux Road, Hongkong, on FRIDAY, 26th April, 1929, at 3 o'clock in the afternoon, for the purpose of receiving the Report of the Directors, together with a statement of accounts for the year ended 31st December, 1928.

The Transfer Books of the Company will be closed from 19th April to 26th April, 1929, both days inclusive.

THE HONGKONG EXCAVATION, PILE DRIVING AND CONSTRUCTION CO., LTD. General Managers, Hongkong, 19th April, 1929.

FOR SALE.

SCHOONER-YACHT "SISTER ANNE."

A fine ship with excellent accommodation for cruising. The "SISTER ANNE" is a shallow-draught, schooner-rigged yacht with a 12' beam, dimensions L.O.A. 62', Beam 12', Draught, centre board up 4' 3", centre-board down 7' 9".

Sleeping accommodation for 4 persons in two large and roomy trunk-cabins, forward cabin contains 2 beds with drawers, wardrobe, two small lockers.

After cabin contains 2 beds, 2 lockers with drawers 2 large provision lockers with sideboards, wardrobe, ice chest, dining table (folding) locker for boots, shoes, etc.

Roomy and airy galley and lavatory. Designed and built in Shanghai, launched 1925. Teak wood throughout. Frames are 4" x 4" spaced 14" apart, cent. to cent., the planking is 1 1/2" x 2" thick, all picked materials.

She is extremely handsome, and will out-distance most vessels of her size and type, handles very well, behaves wonderfully in rough weather. Vessel could easily be converted into a motor boat.

APPLY TO

H. S. BRAND, Acting Norwegian Vice-Consul, Poochow, 8th April, 1929.

Lammert's Auctions

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction.

on TUESDAY,

the 23rd April, 1929,

commencing at 11 a.m.

at No. 17, Jordan Road,

First Floor, Kowloon.

A Quantity of Valuable Household Furniture.

comprising:—

Teak Roll Top Desk, Table Fan, Pictures, Rugs, Teak Hatstand, Curtains, Valances, Electric Fittings, etc., etc.

Teak Dining Table, Dining Chairs, Sideboard, Ice Chest, Glass and China Ware, Kitchen Utensils, etc., etc.

Teak Double Bedstead with Spring Mattress and Mosquito Net, Teak Dressing Table with Plate Glass Cover, Teak Wardrobe, Chamber Stand, Washstand, etc., etc.

and

A Quantity of Blackwood Furniture

and

One Gramophone and Records.

Catalogues will be issued. On View from Monday, the 22nd April, 1929.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on WEDNESDAY,

the 24th April, 1929,

at 2.30 p.m.

at their Sales Room, Duddell Street.

One Motor Car "Standard" 2 Seater.

On View on Day of Sale.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on WEDNESDAY,

the 24th April, 1929,

commencing at 2.30 p.m.

at their Sales Room, Duddell Street.

A Quantity of Valuable Household Furniture.

comprising:—

Teak Hatstands, Desks, Glass Cabinets, Chesterfield Couch and Armchairs, Screens, Leather Covered Sofa, Pianos, Gramophones, Records, Carpets, Pictures, Electric Table Fans, Ornaments, Bookcases, etc., etc.

Teak Dining Tables, Dining Chairs, Dinner Crockery, Cutlery, Glass Ware, Teak Sideboards with Mirrors, Ice Chests, Dinner Wagons, Kitchen Utensils, etc., etc.

Teak and Iron Bedsteads, Wardrobes with Bevelled Mirrors, Teak Dressing Tables, Chests of Drawers, Trunks, Enamelled Baths, Marble Top Washstands, etc., etc.

and

A Quantity of Blackwood Furniture.

On View from Tuesday, the 23rd April, 1929.

Catalogues will be issued.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

HONGKONG BASEBALL ASSOCIATION.

Senior and Junior Clubs are reminded that entries will close on April 20th, 1929.

H. HONG SLING, Hon. Sec.-Treas., King's Building.

CHURCH NOTICES.

To-morrow the Third Sunday After Easter.

LOCAL SERVICES.

St. John's Cathedral, Hongkong, April 21, 1929, 3rd Sunday after Easter. Holy Communion 8 a.m. Children's Service 10 a.m. Peak Sunday School 10 a.m. Mattins 11 a.m. Preacher: The Rev. W. T. Featherstone, Headmaster of the Diocesan Boys' School. Holy Communion 12 noon. Evensong 6 p.m. Preacher: The Dean. Social Evening in Cathedral Hall after Evensong.

Union Church, Kennedy Road, Sunday 21st April, 1929, Sunday School 10 a.m. Morning Service 11 a.m. Preacher: Rev. F. C. Young. Sermon "Salvation." Hymns 329, 739, 35, 192. Evening Service 6 p.m. Preacher: Rev. F. C. Young. Sermon "Into the Desert." Hymns 508, 397, 439, 333.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject "Doctrine of Atonement." The Sunday School is held on Sunday Mornings at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ Scientist, in Boston, Mass U.S.A.

Wesleyan Methodist Church.

Queens Road East, Sunday Services: Morning 10.15 a.m., Evening: 6.00 p.m. Preacher: Rev. J. C. Knight. Anstey. Sunday School, 3.00 p.m. Sailors and Soldiers Home, Praya East Sunday 3.00 p.m. Mens Bible Class, Sunday 8.15 p.m. Service Mens Hour, Wednesday 8.15 p.m. Gospel Meeting for Service Men. The Ladies Church Aid will meet on Monday at 3.00 p.m.

THE NATIONAL GALLERY.

REPORT FOR THE PAST YEAR.

The National Gallery Report for 1928 has now been published, and contains much interesting information.

The only purchase was a Mountain Landscape formerly attributed to Rembrandt, but now ascribed to Hercules Pieterz Segers. This panel cost £2,000.

From the National Art Collections Fund came a "Portrait of a Gentleman" by Francis Cotes.

Note is made of the appointment of Mr. J. Ramsay MacDonald as a Trustee of the Gallery and of Mr. A. M. Daniel's succession to its Directorship for a term of five years.

It is hoped that the new room to house the earlier Venetian pictures, which is being erected at Sir Joseph Duveen's expense, will be ready for opening this summer. Arrangements have also been made for the completion of Mr. Boris Anrep's mosaics in the East Vestibule.

The Tate Gallery.

The pictures repaired in the course of the year included eleven works by Turner, which were damaged in the Millbank Flood.

In the report relating to that disaster it is stated that 18 oil paintings were completely ruined, but it is told light-heartedly that "probably none of these would be regarded as of primary importance," although they include works by once eminent men.

Of the 19,000 water colours and drawings not on exhibition, "one-third were partially wet, and one-third were completely submerged." The whole of the drawings in the Turner portfolio are still receiving expert attention in pressing and renovating, and it is computed that not more than 40 water colours and drawings have suffered appreciably, and none of these is of "first-rate quality and importance."

A considerable number of acquisitions have been added to the collections at Millbank by purchase, bequest, or donation. Among these are works by Mr. Walter Bayes, Mr. Matthew Smith, Mr. P. Wilson Steer, Mr. Philip Connard, Mr. Jacob Epstein, the Hon. John Collier, Sir C. J. Holmes, Sir William Orren, and Miss Emma Clardi, all living artists of considerable fame.

PECULIAR SECURITY.

EMPLOYEE ASKED TO EFFECT LIFE INSURANCE.

At the resumed hearing of the charges of fraud brought against J. dos Caldos before Mr. T. S. Whyte Smith at the Kowloon Magistracy yesterday afternoon one of the witnesses for the prosecution stated in evidence that the defendant, in requesting deposit, suggested that the employee should insure his life and place the policy in the hands of the firm as guarantee.

Mr. L. R. Andrews is prosecuting on behalf of the Crown while the defendant is unrepresented. Mr. Leo d'Almada having withdrawn from the case at the last hearing.

His Worship remarked that Mrs. Caldos, the defendant's wife had interviewed him in Chambers earlier in the day and it seemed likely that she would be required in Shanghai soon. The question was whether she would be wanted by her husband as a witness. If the defendant wished to call her, arrangements might be made to take her evidence at an early date.

In reply to his Worship, the defendant said that he wished to call his wife as a witness.

His Worship intimated that her evidence could be taken at the next hearing.

Lau Chi-cheung, who described himself as a store-keeper at No. 81, Queen's Road West, said that he first met the defendant at a friend's house. Accused told witness that he was starting business and required employees for an hotel which he was opening in Middle Road. Witness was offered a position as a store-keeper at a salary of \$75 per month with \$500 as security.

Witness informed the defendant that he would give his reply later and two days afterwards the defendant was told that he (witness) was unable to furnish the necessary deposit. The defendant suggested that witness should take out a life insurance policy which was to be retained by the defendant as security. Witness agreed and was taken to the Sun Life Insurance Company of Canada by a friend of the defendant's.

His Worship: The insurance was effected then?

Witness: Yes.

Mr. Andrews: Did you pay any money?

Witness: No.

Did you receive any documents?

No.

Did the friend receive any documents?

No.

Then how did you know insurance was effected?

Witness: I was taken round and medically examined so I believed that the insurance had been effected.

Did any one tell you that you had been insured?

No.

So you don't really know if you are insured or not?

Witness: I was not quite sure.

Witness said that he later returned to the Philippine-China Trading Co. in Nathan Road and watched the carpenters furnishing the premises.

His Worship: What about the insurance Mr. Andrews? Do you say he was insured or not?

Witness: No, he wasn't.

Witness said that he saw the defendant at the shop and when asked if he had been insured he replied in the affirmative. Later witness left the shop and returned the following day when he was asked by the defendant to try and find some workmen for the shop. Witness accordingly introduced several men and girls.

When witness asked about the employment at the hotel which the defendant had mentioned, Caldos replied that it was not yet opened and on March 14 witness was shown a house in Middle Road.

Continuing witness said that he acted as interpreter for several of the employees. In the case of Tam Kwai-fun, one of the complainants, witness saw her pay the defendant her deposit and receive a contract and receipt for the money. In each of the other cases witness saw the security money paid to the defendant.

Witness described a visit to Canton which he and the defendant made on March 24 in order to find agents to represent the firm. Witness found two friends and a contract was accordingly drawn up.

The case was adjourned.

"THE CURSE OF FAME."

A NOVEL EXHIBITION IN STUTTGART.

Berlin, Mar. 14.

One of the most interesting exhibitions ever held in Germany is that entitled "The Curse of Fame." This is being held in Stuttgart.

The "Museum of Bad Taste," which has its home in this extraordinarily sensitive city, is too well-known to travellers, to need description; "The Curse of Fame" is run along the same lines. It is a one-man show, with Richard Wagner as prototype of all unfortunate celebrities. Goethe and Wagner, among "classics," Count Zeppelin and Hindenburg to-day are the chief sufferers from enterprising firms who name, note-paper, walking-sticks, collar-studs, cigars after them; their portraits appear in the most unlikely spots. It is the fancy goods industry of Germany which is chiefly responsible for such bright ideas.

The underlying idea of the present collection is by ridicule to convince the public that famous men's heads do not by rights belong to ash-trays and children's handkerchiefs.

POST OFFICE NOTICE

RADIO NOTICES.

The Radio Office is now situated on the ground floor of the P. & O. Building on Des Voeux Road, next to the General Post Office. This office is open day and night.

All particulars as to ships in communication, rates, etc., may be obtained at the Radio Office as above.

Radio Telegrams may be sent to Europe, America, Philippine Islands, Dutch East Indies and many other destinations; also to Canton and many places in South China. Full particulars at the Radio Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superscribed.

REGISTERED and PARCELS MAILS are closed 15 minutes earlier than time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

It is hereby notified that on and after 1st January, 1929:—

(a) the radio rate on messages to Macao will be 10 cents per word, and

(b) the charges on messages to all Ship Stations, irrespective of Nationality, will be on the basis of a word rate, pure and simple, with no minimum charge.

Direct wireless communication has now been established between Hongkong and the Kiangsi Stations at Wuchow, Nanking and Luichow—the charge is \$0.20 per word. Messages will also be accepted for Kwei-Yang and Changsha by above routes—the charge being \$0.50 per word. No charge will be collected from the addressees for the delivery service.

Wedding cake for transmission by post to places outside the Colony must be securely packed in tin boxes.

The Hongkong Postal Guide for 1929 is now on sale at the G.P.O. and Kowloon Post Office at the price of 50 cents a copy.

It is hereby notified that on and after 15th March, the rates for radio telegrams from Hongkong to the undermentioned places in Kwangtung Province (except Canton) will be as follows:—

	via Canton	direct
Kongmoon
Kochow
Tai Shan
Pakhoi, Swatow
Holhow, Sanmai

In both cases the addressee will be required to pay an additional charge due to the Receiving Station of \$0.20 per word; this charge also applies to radiotelegrams received at Hongkong from Pakhoi, Swatow, Holhow, Sanmai and Chungshan.

The Radio Letter Service to the Philippine Islands is now as follows:—

	Manila City	Luzon Island	All other Islands	Minimum
.....

INWARD MAILS.

From	Per	Due
Shanghai and Swatow	Per
U.S.A., Honolulu, Japan, Shanghai and Europe via Siberia (London 30th March)	Per
Europe via Negapatnam, Papers only	Per
London 21st March	Per
U.S.A., Honolulu, Japan and Shanghai	Per
Japan	Per
Shanghai	Per
Europe via Suez (letters and papers) London, 28th March, and parcels, 21st March	Per
Shanghai	Per
U.S.A., Canada, Japan and Shanghai	Per
Manila	Per
Manila	Per

OUTWARD MAILS.

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ARTIFICIAL SUNLIGHT.

THE WILLESSEN EXPERIMENT.

There has been in the last days some heart-searching in Harley-street since the Medical Research Council issued its report containing very roundly-expressed doubts on artificial sunlight. The report seems to suggest that the value of artificial sunlight treatment has been exaggerated. It speaks of it as a therapeutic treatment which "has lately come widely into use in this country with a rapidity not hitherto common even for the best attested therapeutic novelties." It admits that light does cause an increase in the power of the blood corpuscles, as tested in shed blood, to dispose of bacteria; but "there is no present reason to know that artificial light can do more in this way than a mustard plaster which is infinitely cheaper."

"Prolonged research," says the report, "gives no scientific reason at all to suppose that the treatment of rickets or the supply of Vitamin D to the body is better effected by ultra-violet rays falling on the skin than by the direct provision of necessary food values. The general evidence from the vigour of human life enjoying natural food supplies in the most northern latitudes points in the same direction."

Sunlight and Tuberculosis. A press representative consulted a specialist in ray treatment. "The Medical Research Council," said this authority, "are a body of learned men whose opinions must be treated with every respect; but in this instance they appear to have made generalisations which give a wrong impression."

"It is important to differentiate between two uses of artificial sunlight. On the one hand there is its curative use; that is to say, its use in combating tuberculosis and in assisting convalescence from such ills, say, as pneumonia. But, in addition, other claims are being made for it. Ray treatment is advocated, as the report says, 'not only for ailments of many kinds and as an aid to convalescence, but even for the preservation of a feeling of well-being.'"

"To take the first point. The value of artificial sunlight in treating tuberculosis is universally admitted. In treating some kinds of tuberculosis we have found that artificial sunlight is, beyond dispute, just as effective as real sunlight. Similarly, nobody can deny that, as an aid to convalescence, it has proved its value. The Medical Research Council says it commonly costs 3s. or 4s. to give by light an effective supply of Vitamin D that would cost less than 1d. if given by the mouth in the form of cod-liver oil or otherwise. But what about the numerous cases when it is impossible to 'feed up' the patient? The cases when the stomach refuses to take nourishment? It is one of the great assets of the treatment that by its means a patient can absorb vitamins through his skin in that period of convalescence when the stomach is too weak."

Experiments on School Children. "But when we come to the wider use we are in difficult country. The Council makes an adverse report on an experiment which has been made on school-children in Willesden. There were two batches of schoolchildren: one batch was given artificial sunlight, the other was not. The results, says the Council, show 'no gain in weight, height, or observed mentality and spirits and the incidence of minor ailments, such as 'colds,' was actually higher among those receiving the light.' About this I would say, first, that you cannot generalise on one experiment; next, I would say, that from this experiment you could not expect any other result."

"Here were children in a comparatively healthy and open quarter of London. Presumably they were healthy to begin with and the bactericidal power of their blood was high. It was not to be expected that any great difference would be observed. It is one thing to treat a patient whose rest, diet, exercise—whose whole life—is controlled; it is quite another thing to say whether and in what way artificial sunlight can be effectively made use of in our ordinary life. This branch of medical science has not nearly reached so advanced a stage of development."

"As to the mustard plaster—even the value of that has not been proved. It has been proved that a mustard plaster on a laboratory animal causes a change in the blood, but it has not been proved that it is equally effective on the human being. In any case, it involves a mustard plaster covering one-sixth of the area of the body for two hours at a stretch! The treatment may be cheap, but it is drastic!"

"We regret as much as anyone that artificial sunlight has been exploited commercially in such a manner that outrageous claims are being made for it. It is the youngest branch of medical science and we have a great deal yet to find out. But its value has been proved."

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Upper Level \$22.00 " "
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The above prices include delivery charges to destination.

WOMAN'S WORLD FOR OUR LADY READERS.



On the left is pictured a black satin beach pyjama suit with a kerchief tied round the hip. The model in the centre wears a dainty little white crepe de chine dress, while on the right is seen an extremely decorative and advanced bathing costume.

The Duty of Beauty.

ATTITUDE TOWARDS
COSMETICS CHANGED.

Even in this age of frank cosmetics there are still many middle-aged women who dislike the idea of resorting to the use of any artificial aids to beauty.

In their minds still lurks the remembrance of the flavour of deceit and "fastness" that formerly clung about those who, in the phrase of the day, painted their faces.

Twenty years ago a girl might, without censure, powder her nose. But the beautifying process must stop at that organ. The use of rouge and lip-stick bordered on the immoral. But the attitude towards cosmetics has entirely changed, and the slightly fading middle-aged woman, who still holds out against such improvements, sees herself nowadays in contrast with dazzling youth made more dazzling by every possible aid, as much more faded than she really is. And often feels rather depressed in consequence.

"I cannot give up hours of my time fussing about my appearance," said a woman to me the other day. "Besides, at my age, it isn't worth it." With her first remark I agree; with the second I heartily disagree.

Trimness Essential.

A busy woman has little time or inclination to experiment in the hundred and one beauty hints that she is urged to try. But the busiest can spare a few minutes each day to ensure that a little powder of the right shade is smoothly and invisibly applied, that eyebrows are not sticking out in all directions, that lips (if lip-stick is disliked) prevents the lips from

Beauty for the Eyes.

[By Lady Nelsh.]

The greatest of all your beauty assets should be your eyes.

You cannot alter their colour or their shape but you can easily make or destroy their beauty.

Your eyes want washing as often as your face. Not bathing, but washing. Shave them with scrupulously clean cold water—unless inflamed. If inflamed use warm boracic water, half a teaspoonful of boracic to a tumbler of water. When they were really bloodshot a specialist ordered me ice.

I dipped little pads of cotton wool in the ice, water and laid it on my eyes.

My eyes had been bad for three weeks. I had tried boracic fomentations during the day and most of the night. My second specialist ordered the ice. Within six hours I was cured, and the cure held a touch of Paradise I have not forgotten yet.

appearing pale and crackly, and that, if necessary, a suspicion of pink is placed high on the cheek-bones, to give a roundness to the face and colour to the eyes. What a difference those few details make to a face that is not quite so young as it was!

Perhaps the most important point for the middle-aged woman to realise is that her trimness is essential. She must avoid the dowdy, wispy, appearance that careless hairdressing gives. Youth may perhaps triumphantly carry off an untidy coiffure. It is better for middle-age to err on the side of severity than fluffiness.

There is no more depressing sight than a person who has given

Useful Handbags.

FOR BUSINESS GIRL OR
HOUSEWIFE.

The chameleon-like change of the handbag, which is a leather pouchette by day and a brocade evening-bag by night, will appeal to the business girl who perchance must take her dance clothes to the office with her in a case and change there before going on to an evening's amusement. The two-purpose bag is an ingenious arrangement by which the brocade bag is carried inside the leather one without interfering with its usefulness. When the evening bag is required it is merely slipped from under the four leather corner flaps which hold it in place.

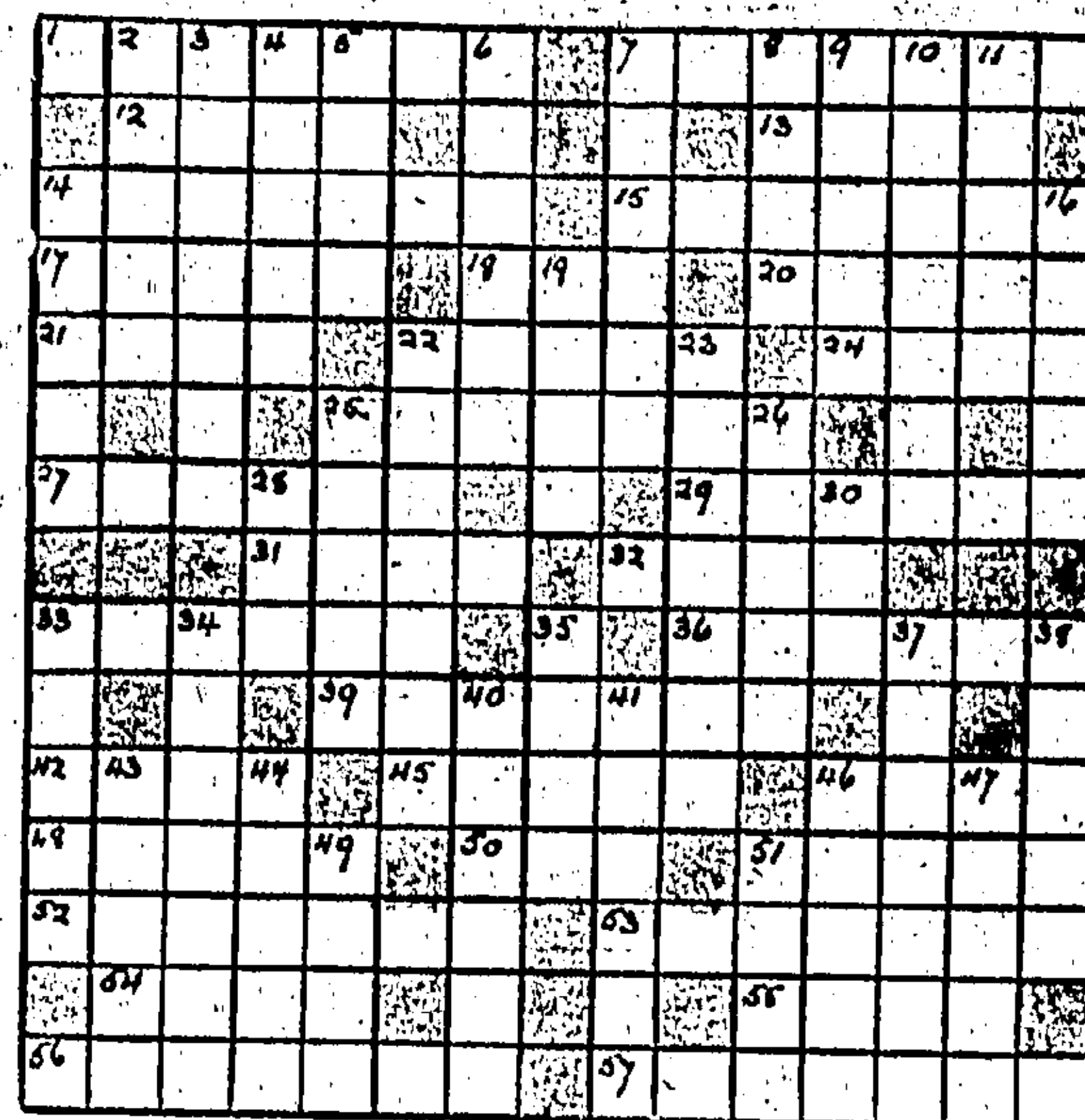
A bag that can be washed is a useful investment for shopping purposes, or on damp and foggy days which spell ruin to good leather handbags. These washable handbags are made from an improved variety of American cloth which closely resembles leather. The finish of the cloth is pliable and durable, so that it does not crack in use.

up all attempts to look pleasing. We associate a slack exterior with a slack mind; a discouraged-looking appearance with a discouraged outlook on life.

The woman who lets herself sink into unnecessarily unattractive middle-age for the lack of a little trouble, is a source of depression to hundreds of her sisters who see that period looming before them.

She who, by taking advantage of sensible improvements and aids, preserves a pleasant appearance through all times of life is one of the world's most cheering sights—and as such, is a public benefactress. H.M. In Exchange.

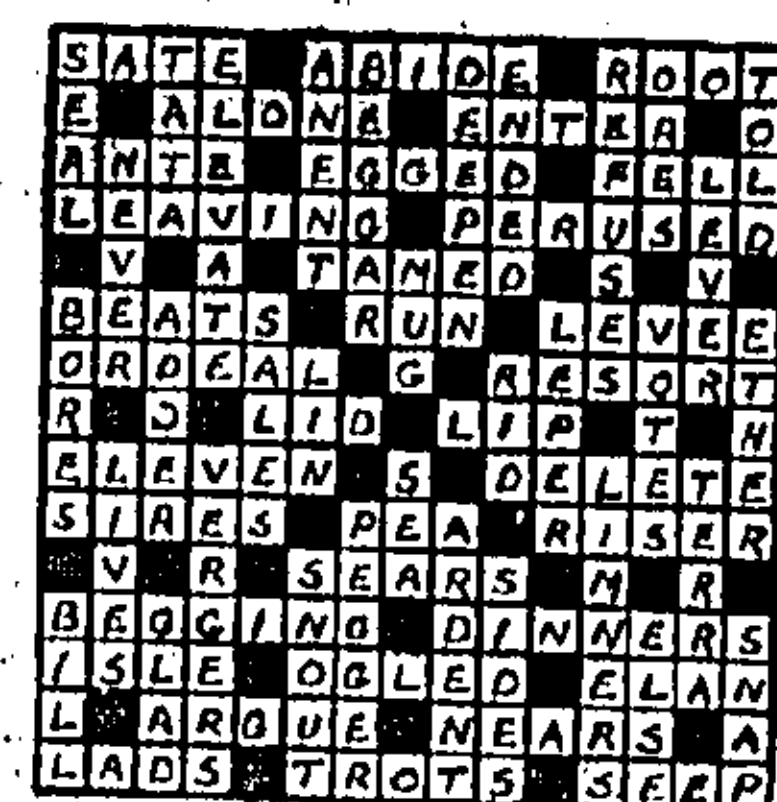
OUR NEW BRITISH CROSSWORDS.



Across
1 Neck of land.
7 Snatched.
12 Correct.
13 Christmas.
14 Composer of verses.
15 Charts.
17 Exclamation of sorrow.
18 Bribe.
20 Latch.
21 Slip of wood.
22 Entice.
24 Satisfy.
25 Kind of painting.
27 Rapid.
29 Any parts.
31 Compound preposition.
32 Dismal.
33 One to whom a thing is sold.
36 Modern.
39 Treacle.
42 Arrive.
45 Mixture of vegetables.
46 Occasion of festivity.
48 Open.
50 Soft food.
51 Plant.
52 Withdraw.
53 Haughtily.
54 Corral.
55 Stir to anger.
56 Move quickly.
57 Place where flax is rotted.

Down
10 Under.
11 Cheese.
14 Shrouds.
16 Bee-hives.
19 Rascals.
22 Machine minders.
23 Draggled.
25 Doctrine.
26 Relating to the ear.
28 Acted.
30 Secure.
33 Parish priest.
34 Female Greek divinity.
35 European capital.
37 Treacle.
38 Abounding with roads.
40 Painters' stands.
41 Soldier.
43 Musical drama.
44 Build.
46 Produce.
47 Tifo-maker.
49 Perennial plant.
51 Corned diamond.

Yesterday's Solution.



CONSUL GENERAL

MR. BRENNAN TO SUCCEED SIR
SIDNEY BARTON.

Peking, Apr. 19.
Mr. J.F. Brennan, for some time acting Consul General at Canton, has been promoted full Consul General and appointed to succeed Sir Sidney Barton at Shanghai.

Sir J. T. Pratt has been appointed acting Counsellor of I.B.M. Diplomatic Service while employed at the Foreign Office.—Reuter.

[Mr. Brennan left Hongkong on the Naldera last Saturday on home leave. Born on July 29, 1883, a son of the late Mr. E. V. Brennan, of the Chinese Maritime Customs, he was educated at Denstone College, and in Switzerland. He was made a student interpreter in Siam in 1903 and was transferred to China two years later. In 1910 he was appointed Second class assistant and was called to the Bar, Middle Temple, in 1913. He was acting Vice-Consul and pro-Consul at Tientsin in 1913-14 and pro-Consul at Foochow in 1914-16, going to Peking as first class assistant in 1917. That year he served with the Chinese Labour Corps in France, resuming work in China in 1918, and acting as Consul at Nanking in 1920. He was acting commercial secretary at



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Peking in 1922 and then went to Shanghai as Acting Consul, coming to Canton in 1927 as Acting British Consul-General.
[Sir J. T. Pratt was in 1924 Consul General at Shanghai. He went to the Foreign Office in 1925.]

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FRECKLES AND HIS FRIENDS

I DON'T BELIEVE OSCAR WENT TO ARABIA—I'M GOING TO FORGET ALL ABOUT HIM—IT'S GETTING TOO CLOSE TO CHRISTMAS TO WASTE TIME ON HIM!!

YES—BUT THE POST-MARK ON HIS POST CARD TO YOU SAID ARABIA—WHAT ABOUT THAT?

NOW THAT I NEED MONEY TO BUY CHRISTMAS PRESENTS WITH, ALEX BETTER PAY ME BACK THAT DIME I LET HIM TAKE LAST SUNDAY!!

SAY!! WHAT ABOUT THAT DIME? WHEN I LET YOU HAVE IT YOU PROMISED YOU WOULDN'T KEEP IT LONG!!

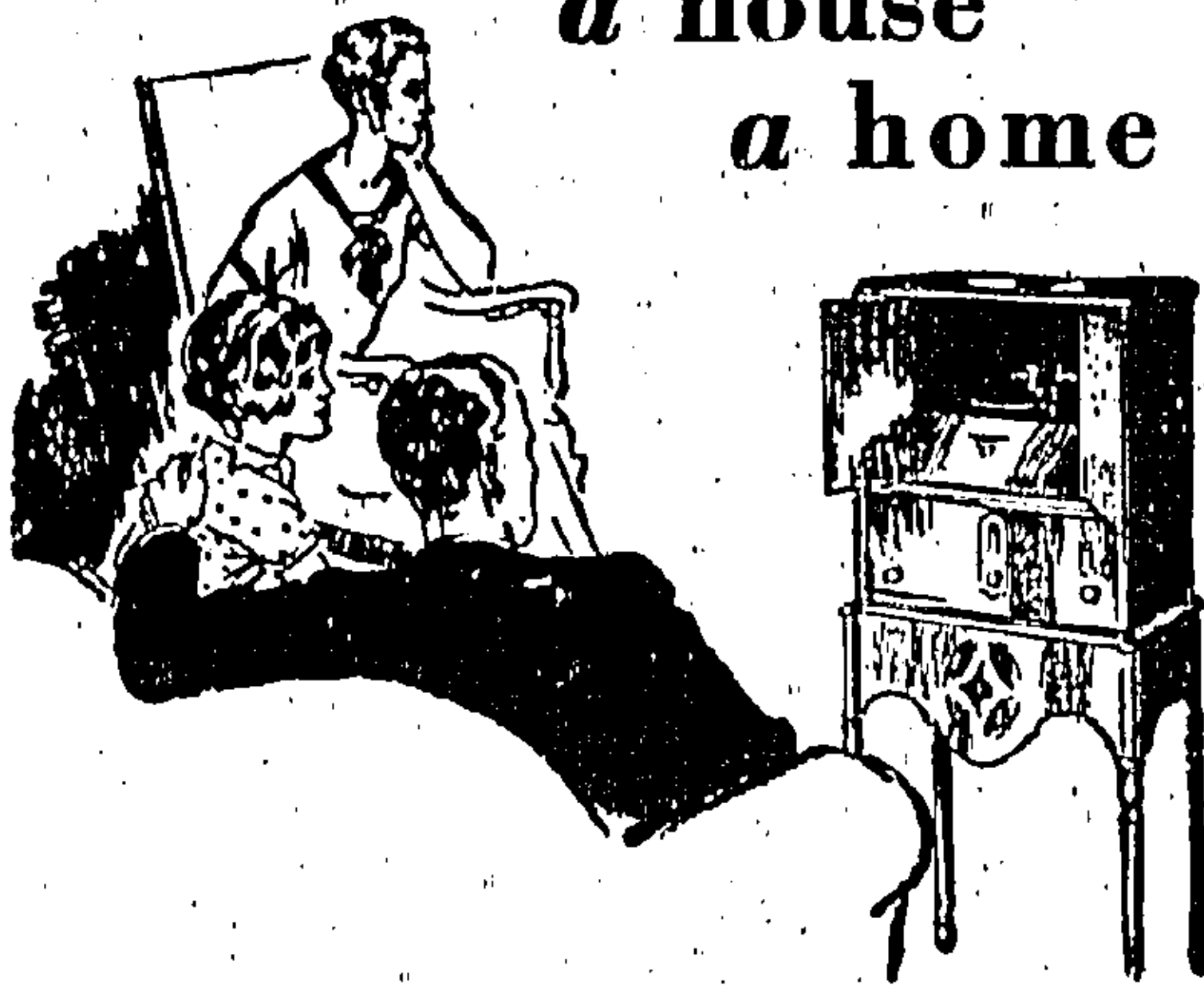
WELL, I DIDN'T—IT WAS GONE INSIDE OF HALF AN HOUR!!



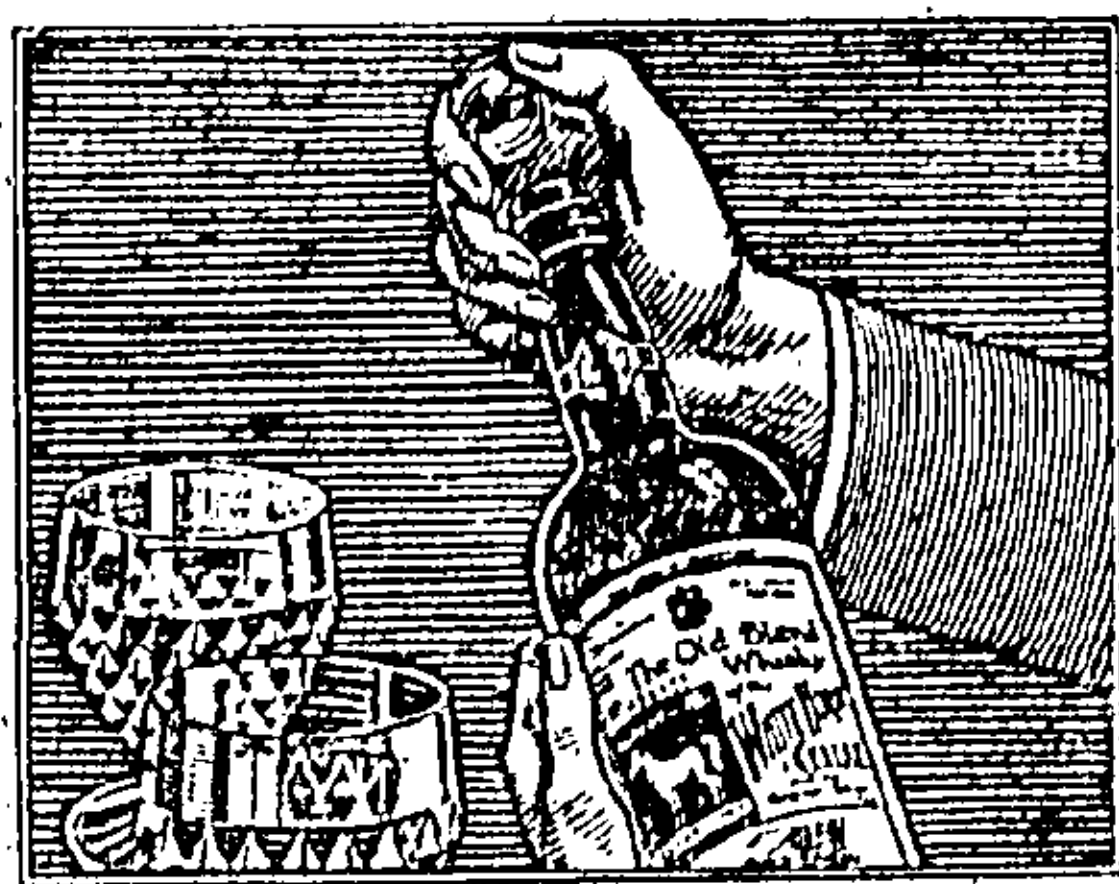
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Hongkong Telegraph.

SATURDAY APRIL 20, 1929

THE CONSERVATIVE
POLICY.

What sort of impression Mr. Baldwin's declaration of Conservative policy has made at home, we do not know, but, analysed from this distance, it does not appear particularly impressive. Summed up, it amounts to a plea that the electors should place their trust in Mr. Baldwin and his colleagues, in the hope, if not the belief, that everything will come out all right in the long run. This attitude is particularly reflected in the Premier's reference to the unemployment problem, which amounts to an assertion that industry is gradually recovering and, in course of time, the number of workless will reach normal proportions. What the unemployed are to do in the meantime, however, he does not say. The Government's de-rating scheme and its safeguarding policy are cited as being of value to the trade of the country, but, as we have previously pointed out, the precise effects of the former have yet to be proved. As far as agriculture is concerned, the Conservative policy is none too well defined. It is true that some small concessions are to be made, but there is nothing in the nature of a bold attempt being made to lift this vital industry to its former state of prosperity. The Protectionist panacea is ruled out, not because Conservatives are not Protectionists, but no doubt because they fear a "Dear Food" cry at the General Election; whilst subsidies are not to be granted, for the reason that no guarantee could be given that they would continue for a more or less indefinite period. This excuse almost suggests that Mr. Baldwin doubts the ability of the Conservative Party to remain long in office, even if they should be returned at the next election.

One of the most interesting aspects of the Conservative policy is the obvious desire of the Party to appeal to the masses, possibly in an attempt to steal the Liberal and Labour thunder. In this connexion we have the declaration that the time has come for dealing with the slum problem, coupled with the intention to extend the maternity benefits under the Health Insurance Acts and to appoint a committee to enquire into child welfare. If we take these points in conjunction with the recent abolition of the tea and betting taxes, and the reduction in publicans' licences, we are confirmed in our

impression that the Conservatives are seeking might and main to make their election cries palatable to the working classes. Indeed, the Party appears to be concentrating more on domestic issues than has been its wont in the past. How far this will help it in the election, time will tell, but we still think that it would have been wise also to have come forward with some relief for the middle classes, from which the Conservatives usually derive so much of their support. As to the necessity for dealing with the slum problem, there can be no doubt. It is true that since the war great numbers of new houses have been built, with the result that the country can be said to be well on the way to solving the housing problem so far as the clerk and the artisan are concerned, but very little, if anything, has been done for the poorer workers. One student of this problem has asserted that the condition of the slums to-day is probably worse than at the end of the war. But slums cannot be abolished unless a sufficient number of houses are built or set free to accommodate slum-dwellers at rents which they can afford to pay. That is the problem which the Conservatives will have to face. It is one which, we venture to think, will prove far more difficult than is imagined.

Reparations Rapture.

After nearly ten weeks of anxious deliberation and negotiation, the reparations experts are faced with the unpleasant prospect of breaking up with their purpose unachieved. The news has caused general consternation, which is not difficult to understand. It had come almost an article of faith that this gathering of world-famous men, international financiers all of them, would succeed in bringing order out of chaos, would settle once and for all the question of Germany's ability to pay, and how much. To-day they are farther, if anything, from their desire than when they began, and the ultimate end is impossible to foresee. The direct cause of the crash is Dr. Schacht's refusal to consider the payment of a single penny beyond his offer of an annuity of Mk.1,650,000,000 (£82,500,000) for 37 years. The total burden which would be accepted by Germany under this arrangement would be less than half the sum total which it is reported the creditor nations have demanded. It is said that the Allies have fixed upon the sum of £110,000,000 per annum of 58 years as the amount of Germany's liability, but we imagine that this figure must be subject to variation. We cannot conceive that the creditor experts would take up an attitude similar to that of the German delegate, though it is notable that this figure represents a reduction of £15,000,000 yearly on Germany's present commitments under the Dawes Plan. It seems likely that German hesitation is partly due to the comparative study of the American settlements with Egypt, which reveal that the figure of £110,000,000 per annum would be yielding a profit to a certain section of the creditor nations. Only one sound solution to this difficulty presents itself, Mr. Snowden's plea for an all round cancellation of debts, but as this is ruled out by America's perfectly legitimate refusal to participate in any such proposal, it is up to Germany to make the best of things as they are. It is regrettable that Dr. Schacht in his "ultimatum" to the experts sought to introduce political questions. Germany was the first to insist that the men nominated to the Conference should be untrammelled by political influence, and the departure of her delegate from this understanding is rather astonishing. Germany cannot earn sympathy in this way.

Bankruptcy notifications state that first dividends have been declared of decimal two cents in the dollar in the case of Li Shun-fan, of two cents in the dollar in the case of Li Wing-kwong, and of five cents in the dollar in the case of the Wing Hing Bank, all of 153, Queen's Road Central. At the P.W.D. offices on May 6th there will be offered for sale Kowloon Island Lot 2185 (area, about 17,000 square feet; upset price, \$8,500) and Kowloon Island Lot 2176 (area, about 35,000 square feet; upset price, \$19,500).

DAY BY DAY.

ONE CAN ONLY PRETEND TO ENJOY THE WINE OF LIFE WHEN ONE'S PALATE IS GONE.—*Sidney Paternoster.*

"Fan."—Your letter has been passed on to the newspaper to which you reply.

Tenders are being invited for concrete ferry piers at Mongkok-sui and Shamshuipo.

H. M. S. Sandwich and Bridge-water have now left Malta for Port Said and the Far East.

Professor W. Brown, M.A., B.Sc., is lecturing at the Hongkong University on Monday on "Junior Technical Schools."

The Government is inviting tenders for the site formation and building of a maternity block at the Kowloon Hospital.

Passengers who left by the Kitano Maru for Europe to-day included Mr. and Mrs. A. R. Pinget, and Mr. H. E. Scriven.

Mr. C. A. D. Melbourne and Mr. W. L. Pattenden have been re-appointed members of the Licensing Board for a further period of three years.

It is notified that the valuation lists for the Colony for the year 1929-1930 will be open to inspection at the Treasury for twenty-one days commencing to-day.

It is notified that, at the expiration of three months, the Leong Hing Company, Ltd., the James Der A. Wing and Co., Ltd., the Hing Shun Wo Co., Ltd., and the Kwok Tai Tobacco Co., Ltd., will, unless cause is shown to the contrary, be struck off the register and the companies will be dissolved.

Signor Carpi's Italian Grand Opera Company will make the Star Theatre the venue of its stay in Hongkong and not at the Theatre Royal as previously announced. Booking is now at Moutrie's. Those who have already booked at Anderson's may transfer their seats at either Moutrie's or the Star Theatre.

Final showings of "The Desert Flower," Colleen Moore's latest First National contribution to the screen, are scheduled for to-day at the Majestic Theatre, Kowloon, where this dramatic gem, with its scintillating humour, has attracted capacity houses. Lloyd Hughes is Miss Moore's leading man in this offering.

The Gazette notifies that tenders for the construction of Kowloon Byewash Reservoir will be received at the Colonial Secretary's Office until noon of Monday, 13th May. The work will be the construction of a concrete gravity dam in the Lai Chi Kok Valley together with an access road and contingent works.

Under the direction of the D. F. Robertson Travel Bureau of Los Angeles, a party of Americans from California arrived to-day on the Dollar Steamship Line s.s. President Wilson. Included in the party are Mr. and Mrs. O. B. Kee, Long Beach, Calif., and Mr. and Mrs. Grant Egbert, millionaire motion picture operator, of Hollywood.

CORRESPONDENCE.

The City Hall Foundation.

[To The Editor of Hongkong Telegraph.]

Sir,—I do not know for how long the powers-that-be intend to keep the fountain working on the occasion of the Royal visit, but I think it scandalous that they should put it into operation at all at a time when everyone is being urged to undergo even greater hardships in the matter of water economy. Much water has already been expended in putting the diseased fountain in order and goodness knows how many gallons will be wasted next week.

I am quite sure that the Royal visitor would not care whether there was a fountain outside the City Hall or not; he may not notice it unless it is pointed out to him and then, if he happens also to have seen the long queues waiting at the street taps, his impression is more likely to be one of amazement at such colossal waste than of admiration for a pretty spectacle.

I have heard indignation expressed on all sides regarding this bad example to water consumers and it is not too late even now for the Government to buck up their exhortations with deeds and stop this piece of extravagance.—Yours, etc.

ONE-BATH-A-WEEK.
Hongkong, Apr. 20th, 1929.

IN KWANGSI NOW.

Easter Monday in Nanning.

Long lines of troops were marching past with red, green and yellow paper flags on their bayonets.

"Down with Chiang Kai-shek!" was the motto on the flags.

In the long processions that followed were students from the government Colleges; bhys, and girls from the schools; merchant guilds; Labour Unions; Boy Scouts. The children were happy and excited, the older people silent and depressed. All carried flags covered with characters.

Their destination was the sports ground where a mass meeting was to be held to decide whether it was to be War or no War. At the entrance to the ground a man was broadcasting inflammatory posters.

We were in holiday mood and after breakfast hired a sampan to go three miles down the river. We wanted to visit our old holiday resort which we had not seen for 5 years.

We chose a convenient spot to land and climbed up the steep embankment.

In spite of heavy black clouds and a tendency to drizzle the country was looking lovely in its fresh Spring dress. The birds were singing merrily in the trees. Hardly a soul was in sight, and the villages were hidden in belts of green. At our feet were Scotch thistles, white roses and other wild flowers in bloom.

We followed a winding path which led us on to the top of a ridge from which we got a glorious panorama of town and country.

Some children playing in an open space fled at our approach (they never did so in the old days) and at a safe distance called us unpleasant names and then disappeared.

In and out the path meandered past Persian lilacs, camphor trees, pines, and bastard banyans, to a temple standing all by itself. No human being was within, but a regular gallery of gods occupied every ledge. One of the inscriptions in that man deserted spot told us that "The Light of God Illumines the World."

I don't know where those gods came from, but they were not there five years ago. Perhaps it is the last home for deserted shrines.

Going still further, looking for our old camping ground, we saw a quaint figure with a beard and a long quilted coat down to his feet. It turned out to be the oldest inhabitant. Mutual recognition led to hearty greetings on both sides, and an invitation to come to his house for a cup of tea.

We declined this time; and finally reached all that was left of our old camp or rather farm. Everything was gone except the mud foundations of the house, for the goats and chickens, and the slender bushes we had planted.

One of us nearly stepped on a wicked-looking snake and gave a scream. The whole locality showed no vestige of human life.

We strolled slowly back to the boat, recalling old memories as we came across one familiar object after another. The few villagers we saw were very cordial when they recognised us.

The worst of a visit to the country is that the visit must come to a close sometime and a return made to the town!

The river is very low as little rain has fallen, and the great cargo junks and the big motor boats have a hard time on the rapids.

Kwangsi is becoming largely independent of its extensive waterways; and a network of motor roads is developing. I remember when it took ten days by steamer from Wuchow to Nanning. Now it can be done, even in a round about way, via Wafang, in a day and a half. And we are only at the beginning of this wonderful new era in Communications.

This War will strike severely at great enterprises; and if the Kwangsi generals lose our last state will be worse than the first.

People are depressed. They are tired of war. They were so elated at the unification of their country. I heard a preacher, not long ago, describe Sun Yat-sen as the Moses and Chiang Kai-shek as the Joshua of their country, who had brought them in to the Promised Land.

Now Chiang Kai-shek is portrayed, on the street posters, as a wild beast with the mask of a man, and the poor and down-trodden appealing to him in vain!

He has the money and Kwangsi is never anything but poor; and so the outlook to many seems dark. If so it is strange that the currency has not fallen more in value. Normally our dollar is worth 70 H.K. cents or more. When the opium revenues began to be paid to Canton it fell to 55 and remained steady at that rate for months. Now it has only dropped another two cents.

The bugle wakes us in the mornings. Troops are on the move to Kweilin, and from there will go to the seat of the war. Very little news leaks through here; and you know far more in Hongkong of what is going on at the fighting front.

Is Kwangsi again destined to alter the history of China? It has done so again and again! It was the cradle of the Tai Ping and other rebellions.

During the Revolution of 1911 there was a dinner party in the Legation Quarter in Peking. During dessert a discussion arose as to the prospects of the Revolutionaries. The verdict was that it all depended on the attitude of Kwangsi!

Kwangsi was mainly responsible for the overthrow of Yuan Shi Kai—according to the London Times.

It would be a bold prophet who now will venture to predict even the near future with certainty.

H. L. C.

BRIDGE
MADE EASY
by
W.W. Wentworth.

2—Average Probabilities.

The cards having been dealt, you should hold thirteen cards in your hand. You will, in all probability, find that you possess every suit. In dealing the cards thousands of times, what usually happens furnishes the basis of all guides in bidding. This method produces what is known as "average probabilities," and some of them are as follows:

1—That you may never hold the same hand twice.

2—That every player holds one suit of at least four cards.

3—That the most even distribution of cards is 4-3-3-3.

4—That four out of five hands will not contain a suit of more than five cards.

5—That if you hold a freak or abnormal distribution of cards, the probabilities are one of the other players will also hold an abnormal distribution.

6—That if you hold a singleton in a suit, the remaining twelve cards are divided unevenly among the other players.

7—That if you hold a doubleton, one of the players holds at least five cards in that suit.

8—That if you hold a suit of seven cards, one of the players may be blank of that suit or hold a singleton.

9—That if the cards were evenly dealt, each player would hold one Ace, one King, one Queen and one Jack.

10—That you are justified in assuming (unless denied) that

your partner holds three probable tricks for you.

11—That to make less than 30 points is not of great value towards making game, the probabilities being only one out of 30 in your favour.

12—That the team making the first game has the edge on the falling team, the probabilities being three to one that the team making the first game will win the rubber.

13—That the probability of making game with a major suit or no trump is greater than with a minor suit.

14—That the probability of making game with a major suit is greater than with no trump.

15—That holding a two-suited hand, the probabilities are that it will play better in one of the suits than in no trump.

The average probabilities are numerous, and further reference to them will be made hereafter. The foregoing illustrations are given to demonstrate that the bidding and playing of bridge is based on sound principles, and not merely on haphazard, hit-or-miss conjecture.

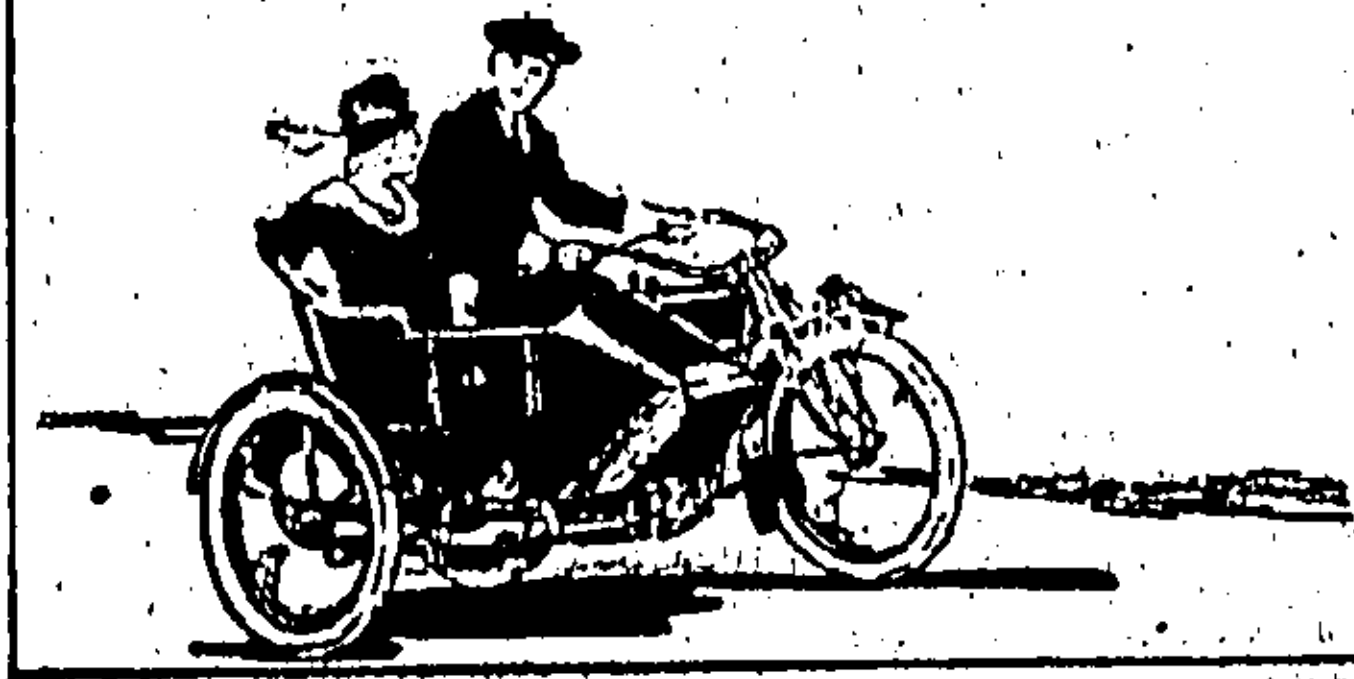
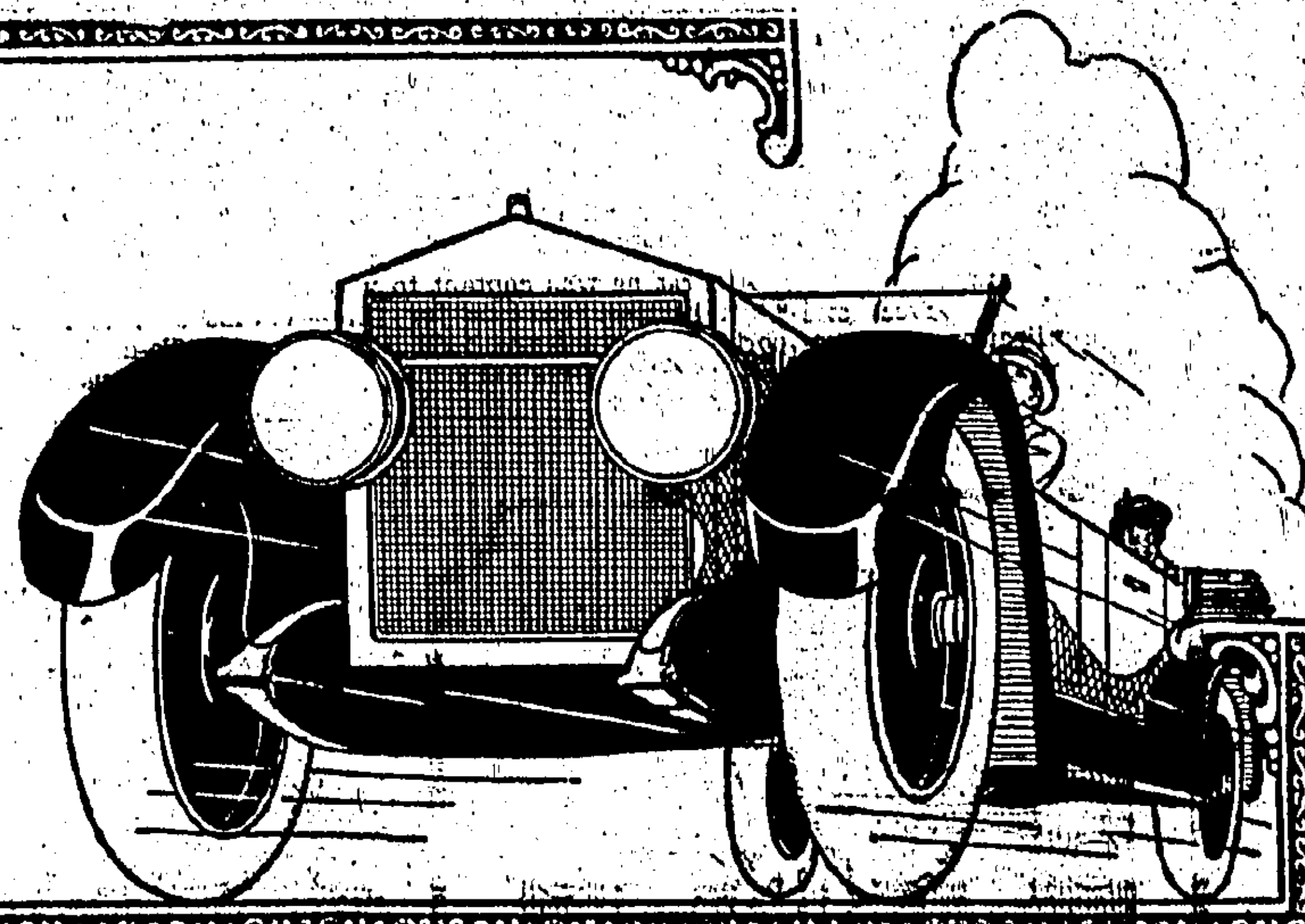
The health bulletin of Eastern ports for the week ended Saturday last, issued by the Director of Medical and Sanitary Services, gives the following cases, the figures in parenthesis indicating deaths: Plague, Bombay (8), Rangoon (6), Colombia 2 (1), Cherbon 1; Cholera, Basseln (20), Calcutta (96), Rangoon (4), Pondicherry (1), Bangkok 15 (10), Phnom Penh 3 (1), Saigon 8 (2), Canton 1 (1); Small-pox, Suez 1, Aden 28 (6), Bombay 104 (40), Calcutta 34 (20), Cochin 1 (1), Karachi 25 (8), Madras 107 (30), Negapatam 1, Rangoon 8 (1), Vizagapatam 9 (1), Pondicherry (1), Macassar 6 (5), Belawan Deli 1, Phnom Penh 9 (5), Haiphong (1), Macao (9), Saigon 1, Shanghai (7), Canton 29 (2), Dairen 6 (8).

MOTORIZING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 20th APRIL, 1929.

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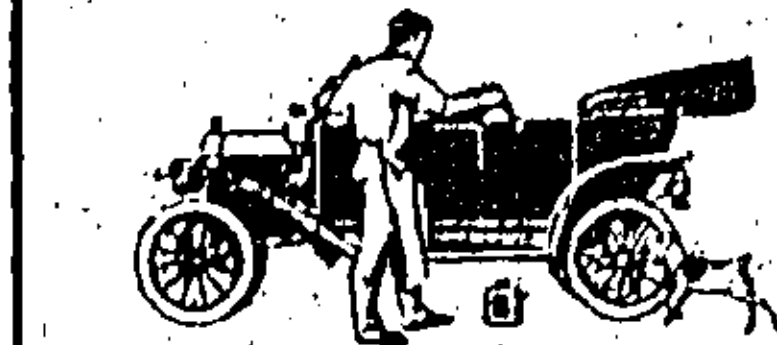
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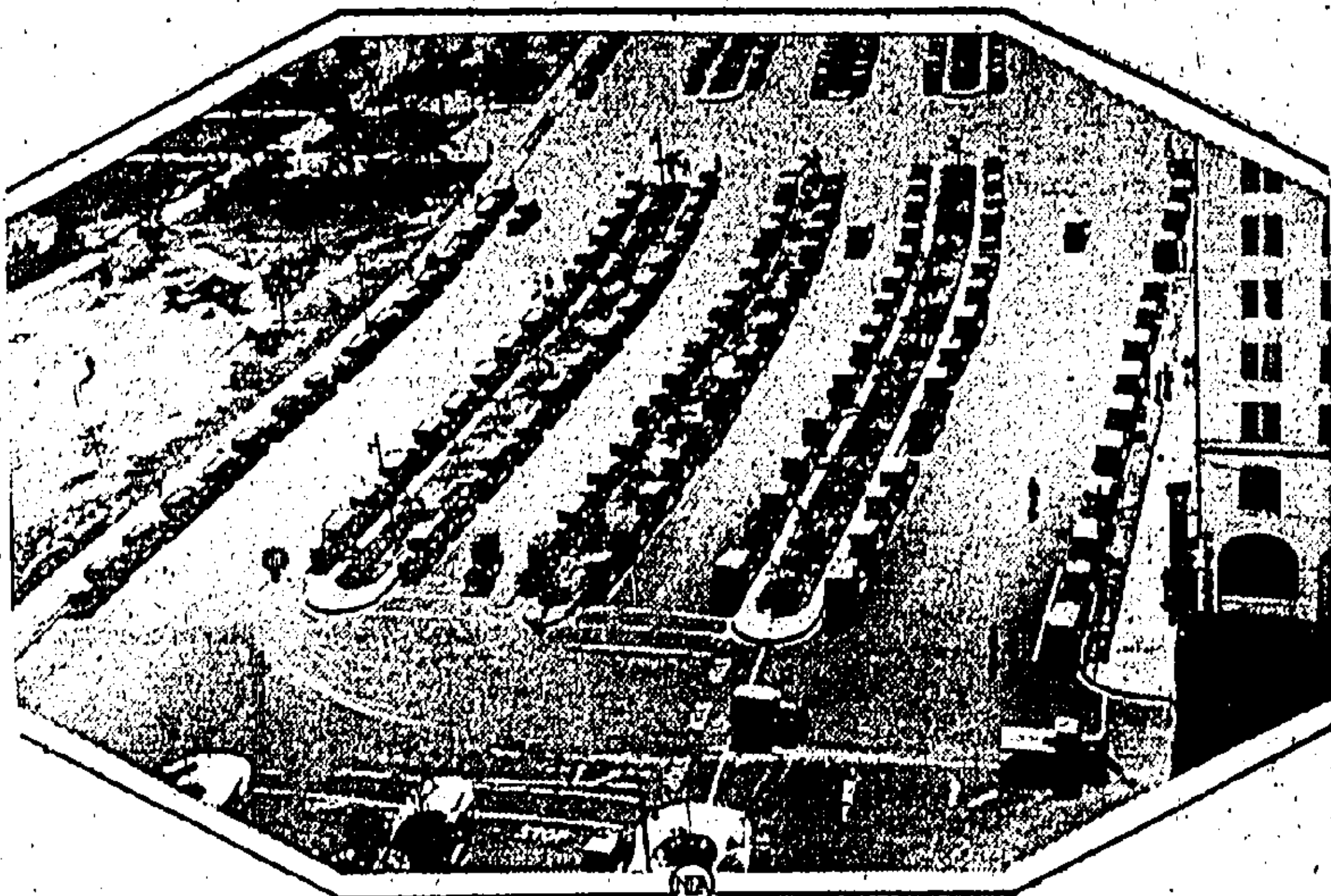
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The above picture shows the modern parking facilities provided by Miami, Florida.



CURRENT COMMENT

Statue Square Parking.

With the paucity of parking space in the city, it is rather surprising that more advantage is not taken of the valuable location from Queen's Pier through to Des Voeux Road. At the present time, motor vehicles take up position alongside the kerb, thus occupying far more space than they should. It must be perfectly obvious that much better use would be made of the space available if vehicles were to back on to the kerb, or park facing towards the centre of the roadway in a diagonal position. Many owner-drivers avoid Statue Square solely owing to the fact that a car left there is liable to become locked in by vehicles at front and rear, whereas the system suggested in this note would remove this objection. This is not the first time we have referred to this matter, although there should be no need to make reference to it at all, because the remedy to the existing state of affairs is so patent.

Those Trees.

We have frequently referred to the danger caused by the trees which take up valuable road space along the Wong nei Chung Road, but it appears that motorists will have to bear the inconvenience and risks which they cause. Perhaps those in whose power their removal rests, never use the road, because once the sensation has been experienced of judging the distance between a tram car travelling towards one, and the trees at the side of the roadway, ample reason is provided for making the road safer by cutting down the trees. That foliage is ornamental is not denied, but when it is a matter of sacrificing appearances in the interest of public safety, there can be no possible excuse for preferring the decorative aspect. Possibly it will need a few accidents to emphasize the point.

Stopping Places.

The magisterial proceedings against a driver of one of the Hongkong Hotel motor buses for stopping at an unauthorised stopping place, raised a matter of great interest to users of the vehicles. Although it is imperative that definite locations be selected for allowing passengers to alight from, or board a bus, unless such places are arranged at fairly frequent intervals, the value of the service to the travelling public is greatly modified. The case put forward by Mr. Parsons of the Hotel Garage Dept.

explained that the original stopping places were more or less experimental, and such being the case, it is almost sure to be discovered that other steps are necessary.

Lesson Needed.

On Thursday morning last, at about 8.30 a.m., a large motor lorry belonging to Messrs. A. S. Watson & Co. was ascending the Peak, and when nearing the bridge near the Homestead Flats, a car driven by an Indian driver came up from behind, and instead of following the lorry until the bend in the road by the bridge was passed, increased speed and endeavoured to pass. An owner-driven vehicle happened to be descending at the moment, and the two cars met head-on. Hurried braking averted a collision, but the driver of the car on the downward journey appeared to be rightfully indignant at the foolishness of the offending vehicle. Doubtless he gave full vent in thought to his opinion of the other, but he should have gone further than this, and taken the number of the other car and duly reported the driver. Maybe he did!

Always Report.

Unfortunately, many people decline to take the necessary steps to check road-carelessness. One of the reasons is that they do not care about giving evidence at subsequent police court proceedings, but not only is it of the utmost importance that reckless drivers should be reported, but it is the bounden duty of every motorist to make reports when such instances occur, in the interest of public safety.

Street Parking.

Should a car owner be permitted to leave his vehicle out in the street all night? There seems to be quite a divided opinion on this question, and during the week we have been asked to express our opinion. Our reply would be governed by the circumstances of each particular case. It is obviously undesirable to allow private vehicles to obstruct busy thoroughfares, but in the case of a private owner leaving his car on a road or bye-road not largely used by motor traffic, is surely not a very serious matter. We believe that this is permitted in certain districts, and the dearth of garage accommodation justifies a certain amount of latitude on the part of

MILLIONS AT STAKE.

Ford Hunts Old Car.

PATENTED WHEELS.

Money, lots of it, is involved in a search which Henry Ford is conducting for an electrically-driven car built by an American company in 1898.

He does not want the antique to place in the Ford museum, but to have millions of dollars for him and other companies from whom the Packard Motor Co. is claiming royalties in a patent infringement action.

All the famous manufacturer wants are the wheels of the old vehicle for the Packard claim concerns the infringement rights on demountable and interchangeable wheels, and Ford hopes to show that the wheels were in use two years before an application was made for the patent.

CORRESPONDENCE.

Praya Risk.

We have received the following letter for publication in this Supplement:—

Sir,—Now that the wet season is, we hope, approaching, I would draw attention to the dangerous state of the Praya. It is common knowledge that in recent times several cars have gone over the edge of the bund into the harbour, usually because someone has released the hand-brake of the car when it has been parked.

This constitutes what may be termed a "private risk," but with the advent of buses a very real risk to the public is likely to occur. These buses must, of necessity, draw up close to the side of the road at the various stops, such as the Star Ferry, and it requires very little imagination to see one of these heavy vehicles skidding over the edge of the Praya in wet weather.

The remedy is obvious, and I think, not very costly. A two foot wall along the edge of the bund would be easy to build, and would not, in any way obstruct the loading and discharging of cargo. This should be put in hand at once—at any rate at bus stops and opposite parking places. Enclosing my card.—Yours, etc.,
CITIZEN.

Hongkong, 17th April.

the police. Whether the practice is wise from the pilfering point of view is another aspect of the problem, but after all, the owner has to accept that responsibility.

ARMoured BABIES.

War Office Tests.

ROUGH DRIVING.

[By Gordon Fraser.]

The popular "baby" Austin motor-car is shortly to appear in a new and unexpected role, following exhaustive experiments just completed by War Office experts to ascertain the best substitute for motor-cycle combinations in reconnaissance work.

Officers responsible for the development of the mechanised force recently reported to the Director of Mechanisation that motor-cycle combinations were found to be unsatisfactory for scouting work, and suggested that tests should be carried out to ascertain the suitability of some of the "baby" motor-cars now on the market.

Severe Tests.

The "Baby" Austin was subjected to severe road tests, extending over many thousands of miles. It was fitted with caterpillar attachments, such as are fitted to tankettes, six-wheeler troop-carrying lorries, and artillery limbers, and then driven up steep gradients, along rocky pathways, through bogs and streams, bracken and woodland, and finally hurled over an embankment on to rough ground, twelve feet below its 'only mistake was to finish upside down, though the engine was still running.

I understand that the Austin Company have been asked to supply 100 chassis as early as possible.

Special bodies are to be built for them in Army workshops. These bodies will allow for the accommodation of driver and observer, a rifle-rack and ammunition-box, and possibly an emplacement for a concealed machine-gun. (Daily Express).

FIRE PRECAUTION.

Ash Trays in Cars.

LEGAL NECESSITY?

An act is contemplated in California (U.S.A.) to force every motorist to equip his vehicle with a receptacle for cigar and cigarette butts. If it passes the legislature, failure to have an ash-tray in the car will be an offence.

This legislation has been suggested by the number of bushfires in California last summer. It is claimed that the majority of the fires were started by tourists, and in most cases were caused by carelessly thrown cigar and cigarette stubs.

"TIRED FEELING" BLAMED.

Accidents at End of Day.

"That tired feeling" is said to be responsible for a large proportion of motor accidents, the majority of which occur between 4 p.m. and 7 p.m.

Streets are equally congested at other periods of the day, but late afternoon is the time of frequent accidents.

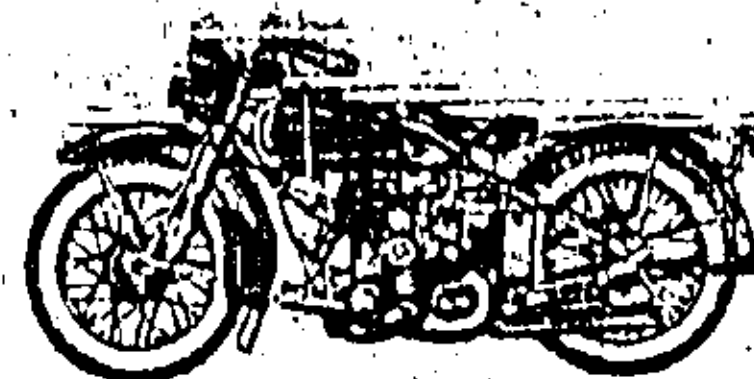
Fatigue after the day's work or shopping is claimed to be the father of the carelessness which causes crashes.

INVESTED IN TRANSPORT.

Roads Catching Rails.

An analysis of the money invested in transportation facilities in New South Wales reveals that State-owned trains and trams total £130,000,000, or £52 per head of population, and motor and main roads total £119,000,000, or £47 per head.

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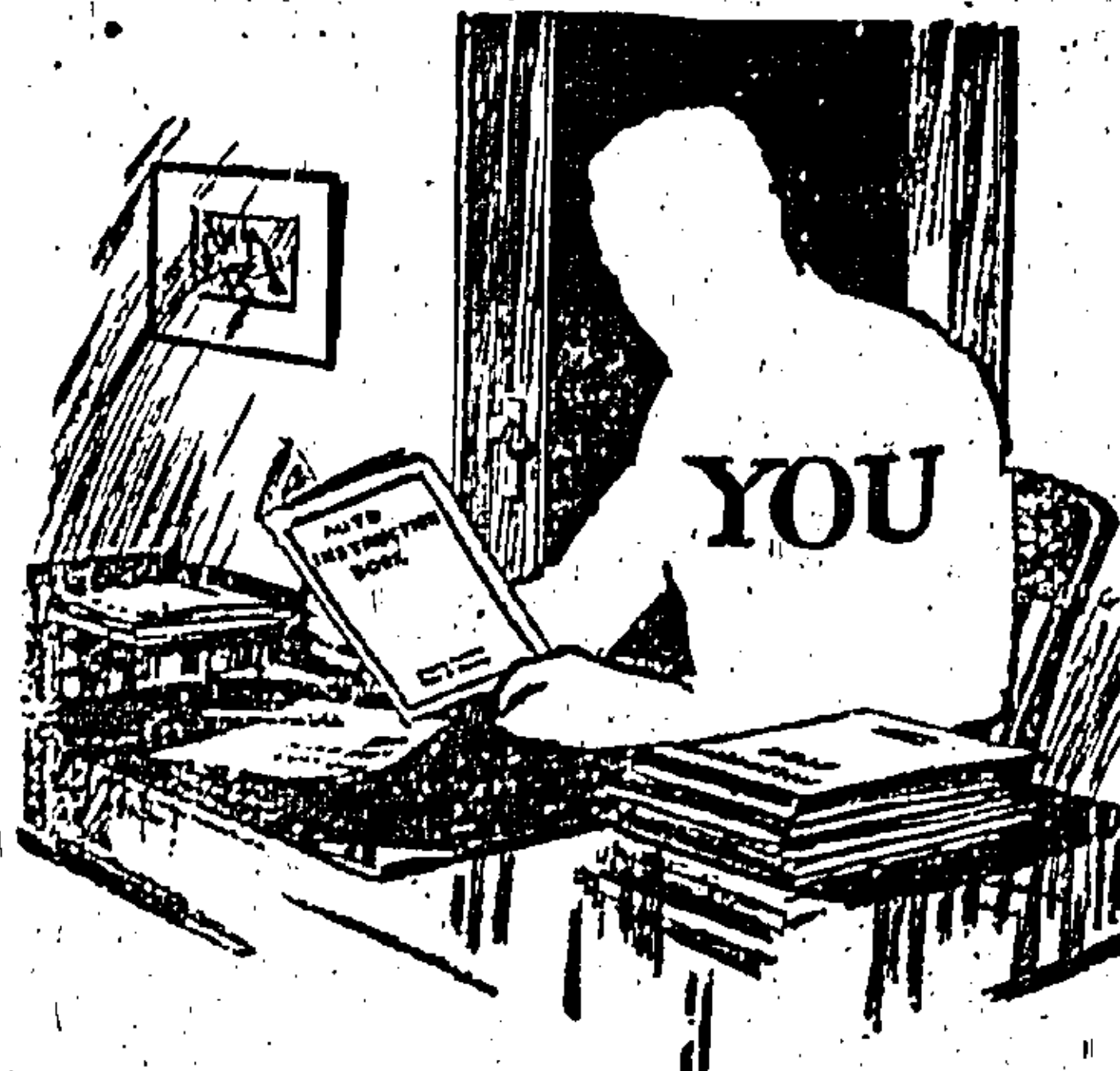
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TOWARDS COMFORT.

Man's Endless Striving.

World history shows that through all times man has striven towards perfect comfort. He lived first in caves and trees, and as civilisation progressed, he built rough homes. At

first he was satisfied with a bed improvised from leaves; to-day he is dissatisfied with anything less than a perfect mattress. Through all the ages, in all things, science has been used to add comfort to man's existence. At first he was content to walk. Then he used animals for transport. Later, science built him a motor car. Originally it was what we now see as a horrible example of discomfort. To-day, man finds within his reach the closed-in model car, with soft-cushioned seats, and the last word in comfort as we know it. In this effort to provide the same of comfort, Studebaker claims over to have been to the fore. To-day's models include motor car. Originally it was form-fitting cushioned seats which

THE MUDDLE OF MOTORING LAWS.

Futile Speed Limits at Home.

We are in some respects a most remarkable nation, writes Admiral Sir Reginald Bacon in the *Evening Standard*. We are ultra conservative; so much so that we even pride ourselves on our failures. Take, for instance, war. It is our proud boast that we muddle every war at the start, but in the end we pull through. So it is with the problem of motor traffic. True it is that no longer cars are preceded by a man with a red flag, but they are still obstructed by the twenty-mile speed limit. Not only is this obstruction wanton: it leads to accidents, and, incidentally, to contempt for the law of the land. Let us visit a County Bench. Here you will find as many as forty summonses for exceeding the twenty-mile speed limit being dealt with, and fines of from two to five pounds being inflicted. The court is over, the magistrates depart, and those who live at any distance drive their cars, or are driven, at any speed from thirty to fifty miles an hour.

Should you ask one of the Justices how he can reconcile his conscience to fining people for committing the same offence that he commits daily, he will say: "Oh, yes! But I only drive fast at places which are not dangerous."

Untested Traps.

How many magistrates take the trouble to drive over the trap and test themselves whether it is dangerous at the speeds the police summon for? Very few. When tackled they say: "The offence summoned for is exceeding the speed limit, not dangerous driving."

To remind them that they punish for dangerous driving is merely to provoke a shrug of the shoulders.

Oh, we are a wonderful nation! The twenty-mile speed limit is doing for us what the Wolstead Act is doing for America, namely, encouraging contempt of the law. Just as ten-mile speed notices teach drivers to disregard all road signs, so the twenty-mile limit teaches the nation to disregard its laws.

This, however, is not all. The fact of having a legal speed limit prevents a rational system of road marking being adopted. It is impossible now to mark a corner, say, as being safe for the average car at a speed of thirty miles an

hour, because to do so would be to encourage lawbreaking. The net result, therefore, is that the motorist is left to find out what that speed is by experiment; the result, especially with a corner of increasing twist, may be extremely unsatisfactory.

What is really wanted is a system of road marking which will give to a motorist the information he requires, and which he will have sufficient confidence in to pay attention to and profit by.

I have driven a good deal in Scotland and, passed through a large number of villages with the ten-mile speed limit. In hardly any case would a speed of twenty miles be dangerous at any part of the village. The result was that I passed no motor vehicle which was going less than twenty miles an hour, very few less than twenty-five miles per hour and some going thirty and over. The motor buses, which presumably passed through daily, all were going at a speed close on twenty-five miles per hour.

Maximum Safe Speeds.

Obviously no attention was being paid to the enforcement of the limit. Why, then, have it?

The Home Secretary has said that the objection to abolishing the twenty-mile speed limit is that motorists would feel themselves at liberty to run at any speed they liked. This statement shows that this usually alert Minister is entirely out of touch with motoring. There are only four speeds for the motorist.

(1) A caution speed of anything from twenty miles, down to stopped, according to the traffic and dangerous nature of the locality.

(2) A country lane and cross-road speed. This speed should not exceed that at which the car can be brought up within the distance that the road can be seen ahead; or, in the case of cross-roads, the distance along the cross-roads that can be seen.

(3) A speed at corners at which the car can comfortably be kept between the white line and the kerb.

(4) Any speed along a straight road that does not overdrive the car.

Now, assuming these speeds, how can the motorist be helped? For it is by helping the motorist, and not by fining him, that accidents will be reduced.

The first essential is to abolish all speed limits, then have a Road Marking Board of practical motorists. The Government must, of course, be represented on it, also the A.A. or R.A.C., and the County Council of the particular district in which they may operate. It should be a committee, any, of six.

Having settled on a system of marking which will convey the maximum amount of information to motorists in ample time for them to profit by it, they should then visit every bend and corner in the Kingdom and, with the assistance of the local County Council member, mark them, and forward to the County Council any recommendations that they may consider necessary to render them as safe as reasonably possible.

The markings of corners and cross-roads should be at least three hundred yards each side of the corner. They might well be marked with the maximum safe speed that the average weight car should approach at. This will give all cars valuable information which will be of use to them.

At cross-roads, one road should be selected as the main road, and the other marked with a special caution, making the car using it responsible that the other road was clear before turning into it.

All dangerous cross-roads should have the junction enlarged, and marked with white curves, and be of sufficient size for two cars to pass down the centre while a car is turning into the road from the side. There would, of course, be other markings which it is needless here to go into.

"Cutting-in" will always be a danger.

The Wobbling Driver.

One of the curses of the road is the timid driver who wobbles and continually grouses after a drive. To him, every one who passes his car is a "road hog," and every one who passes him with a car in sight ahead is guilty of "cutting-in." It is the feeble, nervous driver that makes reports of dangerous driving by drivers of other cars always a matter of doubt to a Bench.

A word as regards penalties. A report by a driver of repute of "cutting-in" should be good matter for a fine. But the inherent dislike of Englishmen to peach will lead to very few of such reports.

Corners should be watched, and any car driving over the white

line should, without the slightest doubt, be fined. This is much better than any arbitrary speed limit.

Every summons should be for dangerous driving, and the magnitude of the offence should govern the penalty. Suspension of licences for bad or careless driving, say, for periods of three months or so; and until the offender has obtained a certificate from a recognized school or garage, that he has been instructed, examined and passed, should do away with much bad driving. And, at the same time, weed out the blind, deaf and constitutionally incompetent.

We have a Minister of Transport who possesses the quality, rare among Government administrators, of common sense. Now is the time for him to develop another great quality—that of imagination. If he will only grasp this nettle firmly, abolish speed limits, institute an advisory Road Marking Board, and put road marking on a proper basis, not only will he reduce accidents, but, incidentally, he will earn the gratitude of hundreds of thousands of motorists, strengthen the law-abiding instincts of the community, and, in addition, attain the main object of four-fifths of our annual legislation, namely the bringing in of a good crop of votes to the Unionist Party at the General Election.

GASOLINE TAX.

Bills introduced in the New York legislature provide for a 2-cent gasoline tax. New York is the only state in the Union without a gas tax. If this tax is adopted, it will bring in \$20,000,000 additional to the state.

MAY SELL IN U.S.A.

Segrave Introduces Hillman.

EQUIPPED FOR EXPORT.

British cars may be introduced to the American market as a result of Major H. O. D. Segrave's visit, for, along with the "Golden Arrow," he took two Hillman straight eights for everyday use. This Hillman, which was introduced at Olympia, is the cheapest eight on the British market, and was designed to be suitable for service in any part of the world. Segrave's Hillmans have been fitted with left-hand steering. A central control for the four-speed gearbox, and the hand-brake lever, is on the extreme left of the driving compartment. This is the first time British cars have been so equipped for export, and it is possible that orders from the U.S.A. and Canada may result. Metal is chromium plated, radiator shutters are operated by thermostat, and the handbrake is controlled by an electrically operated dipping mechanism.

One of the cars is a "Segrave" coupe, seating three, and the other a five-passenger sedan. This latter has an exceptional rear compartment, in which the seat and arm rest fold back into the rear panel, leaving the whole space behind the front seat free for luggage.

ROAD EXCEED RAILS.

The 3,000,000 miles of highways within the U.S. borders exceed by four times the mileage of railroads.

The Development of the Firestone Balloon Tyre Tread is a noteworthy example of how Firestone engineers insist upon knowing all the facts concerning the Firestone products. In the special test machine shown above the tire is pressed at normal load against an "observation window." In this way Firestone engineers "look through the ground," in effect, to make studies of tread action, as it actually occurs. They see exactly what your tyres do when rolling over the ground, and can thus accurately provide the tread which insures utmost wear resistance and safety.



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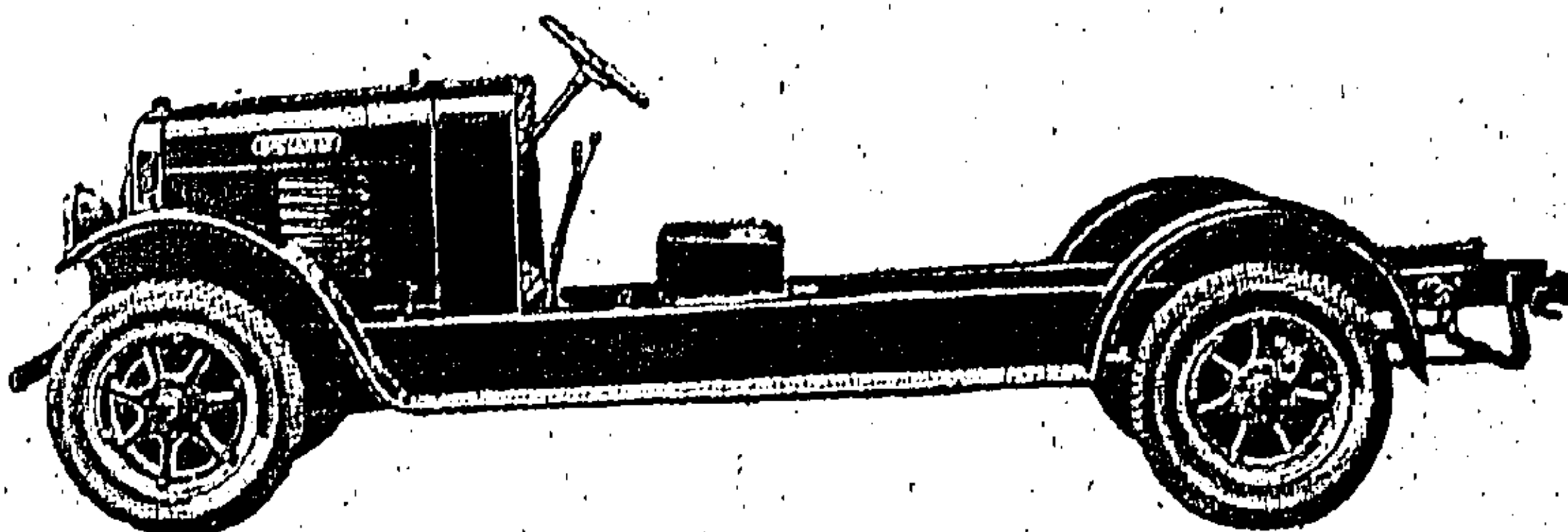
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THE HONGKONG HOTEL
GARAGE.



Hongkong Telegraph.

Pictorial Supplement

April 20th, 1929.

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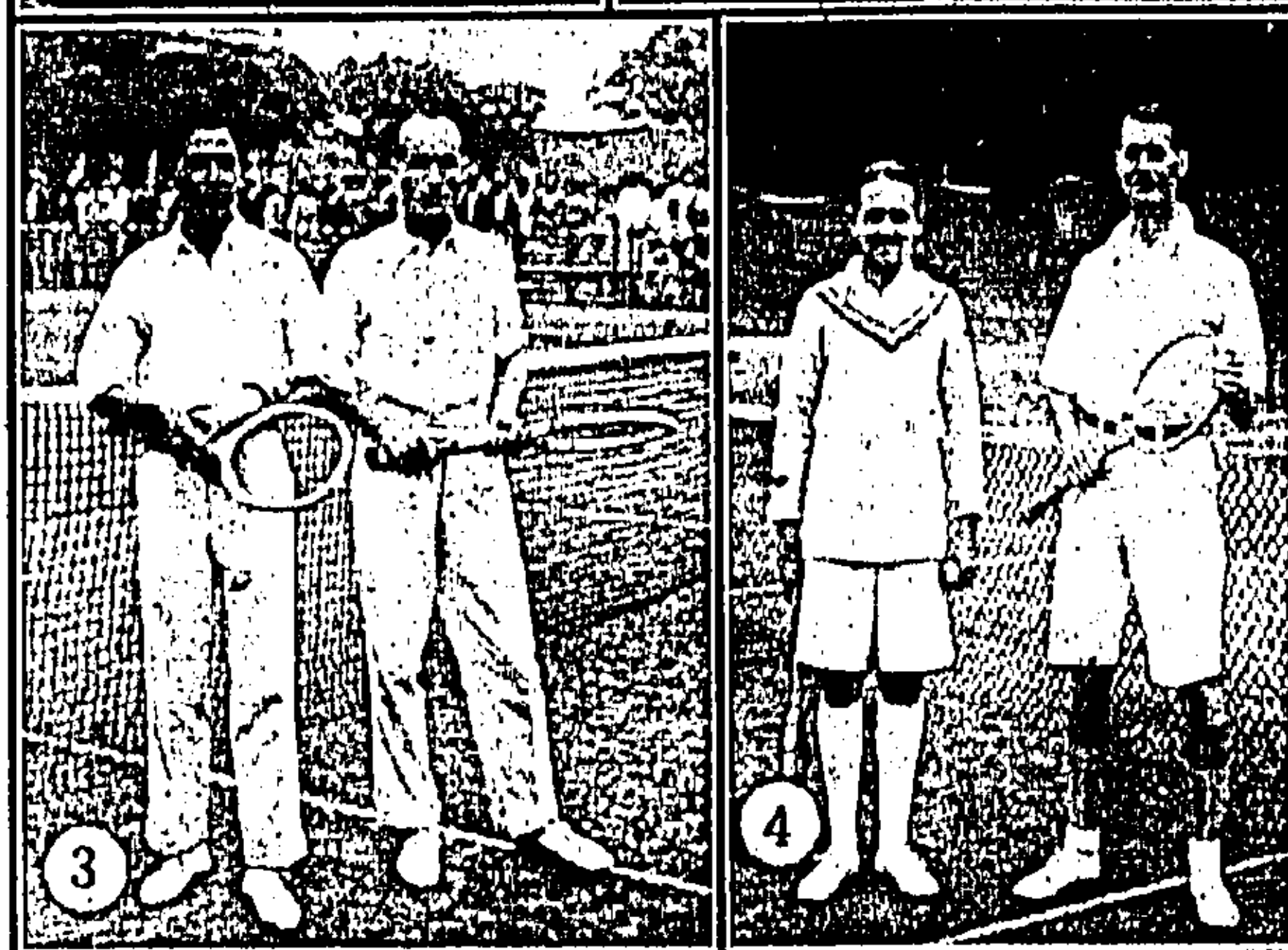
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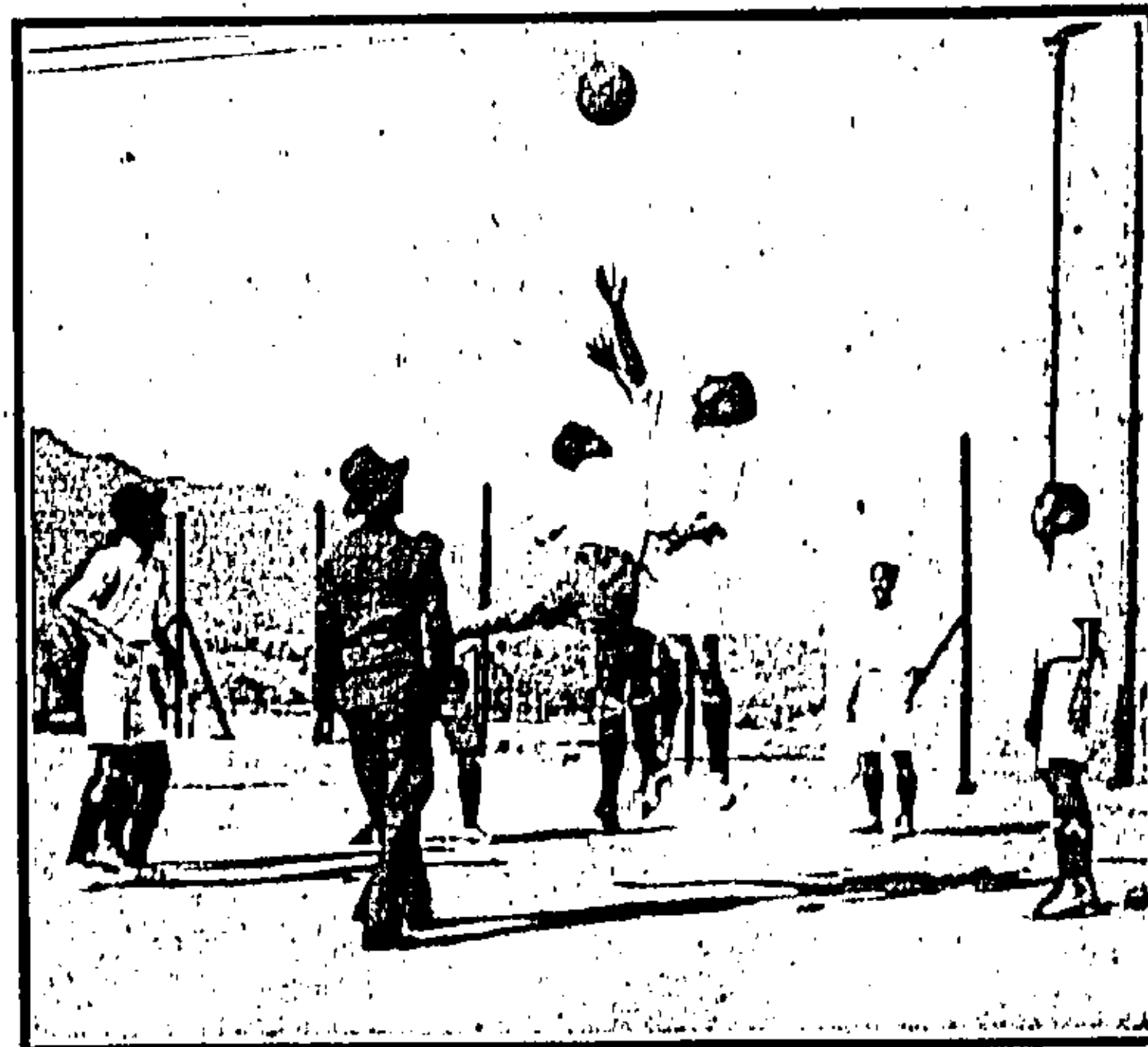
A charming study of Mrs. W. T. Southorn, this year's President of the Hongkong Women's Guild and Ministering Children's League.



(1), Miss Heard & S. E. Green (winners) and (2) Mr. & Mrs. D. Smith (runners-up) of the Handicap Mixed Doubles; (3), M. W. Lo & S. A. Rumjahn, Singles Championship finalists; (4), J. G. Lawrie (right) & J. Barrow, Men's Singles Handicap finalists. (Photos: Mee Cheung).



Mrs. H. T. Crensy, the popular Vice-President of the Hongkong Women's Guild and Ministering Children's League.



There is plenty of action in this snapshot of a basketball game in progress at the Diocesan Boys' School on Saturday last. (Photo: Ming Yuen.)



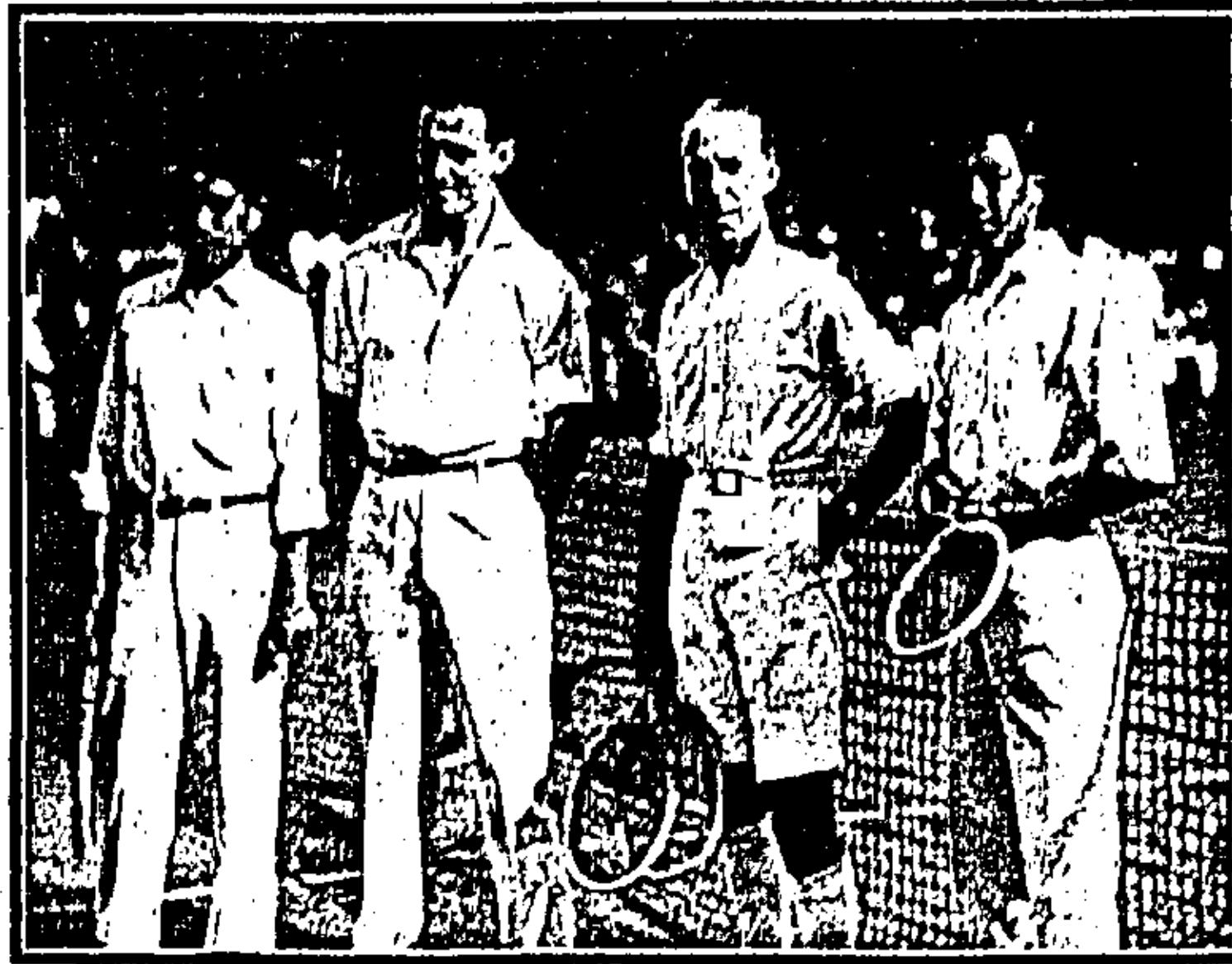
Some of the competitors in the Egg and Spoon Race at St. Stephen's College sports were in trouble, as the above picture shows. (Photo: Mee Cheung).



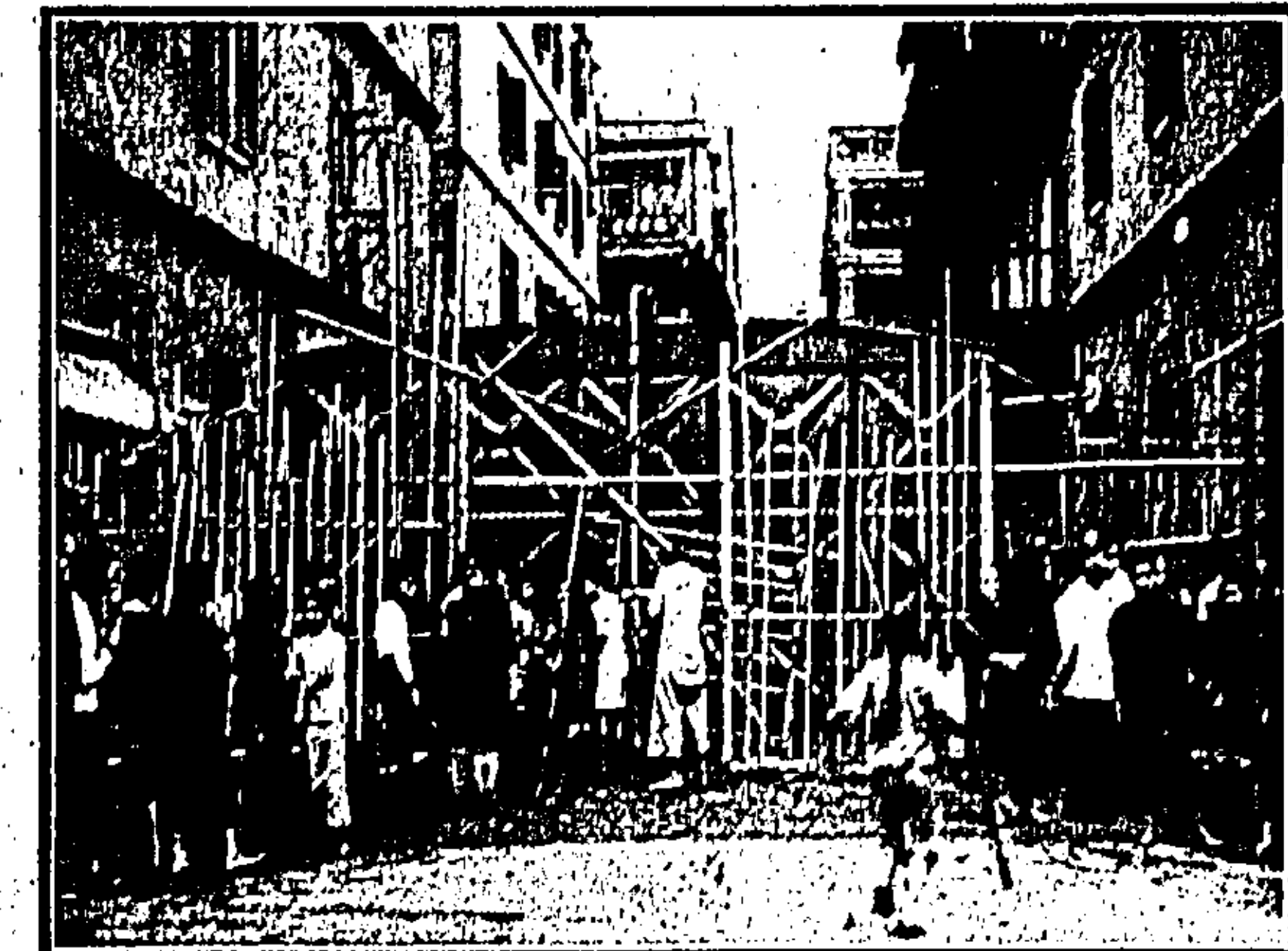
Above are a couple of good snapshots of the St. Stephen's College sports on the Queen's College ground, Causeway Bay, last Saturday. (Photos: Mee Cheung).



Miss Stanion presenting cups to M. W. Lo (left) and H. D. Rumjahn on the conclusion of the tennis tournament on Monday last. (Photos: Mee Cheung).



The finalists in the Colony's Doubles Championship (left to right):—H. D. Rumjahn, L. Goldman, J. S. McEachran, and S. A. Rumjahn. (Photo: Mee Cheung).



Chinese are here seen at one of the big water tanks off the Praya, waiting for supplies brought from Kowloon to be turned on. (Photo: Mee Cheung).



The H.K.C.C. 2nd XI, winners of the Second Division Championship, who lost to The Rest in last Saturday's match. (Photo: Ming Yuen).



Mrs. J. D. Lloyd, who is this year's Honorary Secretary of the H.K. Women's Guild and Ministering Children's League.



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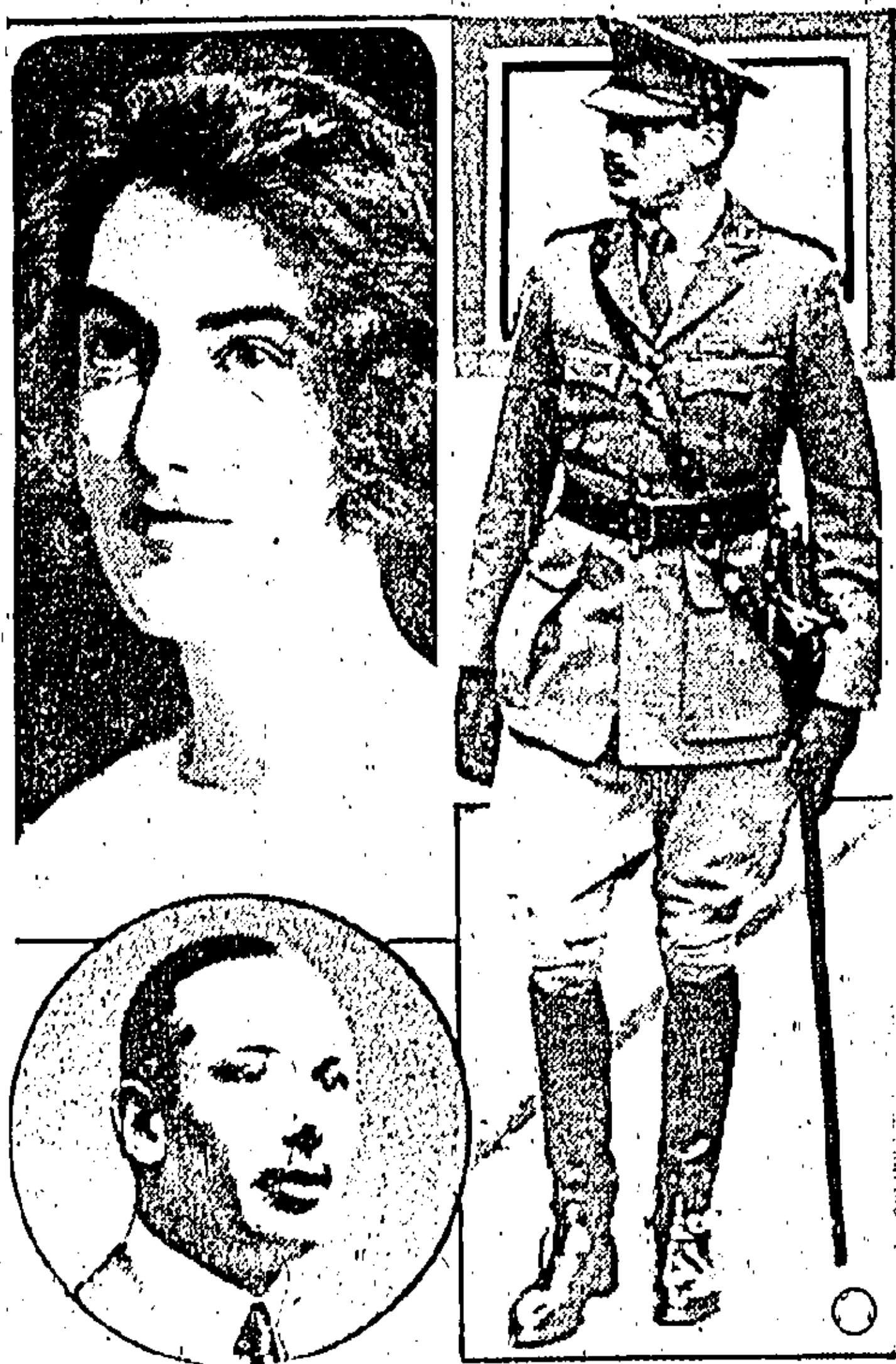
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NEXT WEEK'S ROYAL VISITOR. Duke of Gloucester May Marry Lady Angela Scott.



Just before the departure for of Gloucester, is 28 and was the Far East of H.C.H. the Duke, educated at Sandhurst. He is the of Gloucester, who is expected in (tallest member of the family, Hongkong next week, it was probably an even more eagerly rumored that the engaged, enthusiastic sportsman than his ment might soon be announced of celebrated brother, the Prince of H.H. Royal Highness to Lady Wales.

Keen Sportsman.
If the couple should marry, this will be the third child of King, George and Queen Mary to wed, a member of British Society and the second to marry into a famous Scottish family.

Pretty Brunette.
Lady Angela Scott, a pretty 28-year-old brunette, is the youngest daughter of the Duke of Buccleuch, one of the premier Scottish noblemen. In fact, there is royal blood in her veins, for his ancestor, the Duke of Monmouth, was a kinsman of Charles the Second.

The Duke of Gloucester has been a frequent visitor both to the London house and to the hunting seat of the Buccleuchs in Scotland. He has been constantly seen about with Lady Angela. Furthermore, he and her brother, Lieutenant in the 10th Hussars Lord William Scott, are both only when he passed his examination in the Tenth Hussars and have been intimate friends for years.

Lady Angela, who came out in society three years ago, is a lover of outdoor sports and a keen rider of the hounds. Her father is one of the wealthiest of British noblemen, owning some hundreds of thousands of acres of land in England and Scotland. The present Duke's grand-nunc was Miss Spottiswoode, famous as the authoress of "Anne Laurie". Prince Henry William Frederick, the Duke of York, were out of the country.

EARL OF HALSBURY'S WAR STORY.

REPRISALS THREAT THAT SUCCEEDED.

A fine war story has been revealed as the sequel to a speech by the Earl of Halsbury, who said that when he was a squadron commander of the Royal Air Force, in 1916, he was ordered by the admiralty to bomb the nearest German town, sparing neither men, women, nor children if the Germans shot a certain merchant ship. The *Sunday Express* has discovered that the captain was James Blaikie, master of the Anchor liner, *Caledonia*, who would have shared the fate of Captain Fryatt but for the threat of drastic reprisals.

The *Caledonia* was a transport, and was making a voyage to Marselles. When it was 120 miles out from Malta it was torpedoed off the bridge. Blaikie, from the bridge, glimpsed the periscope and tried to ram the submarine. The crippled liner did not answer to the helm swiftly, but it managed to stove in 130ft. of the submarine's plating and knock out the periscope and wireless gear. The *Caledonia* sank slowly, stern first. There was plenty of time to save everybody, and soon there were 10 fully loaded boats bobbing on the choppy sea. One contained a general, among the crew and firemen.

The general asked for a change of boat, and the staff captain made

EARL'S FAMOUS MANSION.

MAY BE DEMOLISHED FOR NEW FLATS.

London is in danger of losing still another of her famous old mansions.

The *Daily Chronicle* was informed recently that negotiations are proceeding for the sale of Lansdowne House to a financial group. If this is done there is little doubt that this stately Adam house will be demolished like its neighbour, Devonshire House, to make way for a huge block of buildings containing flats, restaurant and hotel.

Lansdowne House, which, with its gardens, occupies the whole of the south side of Berkeley-square, is at present in the occupation of Mr. H. Gordon Selfridge, who secured it on a furnished tenancy from the late Lord Lansdowne eight years ago.

It is a typical specimen of the domestic architecture of Robert Adam, who, with his brother, built the Adelphi, and was erected in the middle of the eighteenth century for Lord Bute, one of George III's Prime Ministers.

Bute, a most unpopular Minister, was largely responsible for the Peace of Paris, and his enemies said he used these negotiations to raise the money to pay for the mansion. He never occupied the house, selling it before completion to Lord Shelburne, afterwards first Lord Lansdowne.

Shelburne, as Prime Minister, negotiated the Peace of Versailles, in 1763, and a popular saying of the time was that the house was bought by one Peace and paid for by another.

Lansdowne House, of course, is famous for its political associations, both old and new. It was in the classic drawing-room that the old Whig coterie used to meet in the early years of last century, and in recent years it was the scene of many important conferences of the Unionist party.

DIAMOND-STUDED GRAVES.

PREHISTORIC FINDS IN SOUTH AFRICA.

South Africa's earliest inhabitants were buried in diamond-studded graves.

This interesting discovery together with others bearing on South Africa's prehistoric past, have been made on an island in the Vaal River. The island is the property of Mr. Harry Shepard, who purchased it twenty years ago, and has carried out diamond digging there ever since.

While digging, the owner encountered numerous fossilized remains of animals and what appeared to be human implements. A short while ago Mr. Shepard showed some of his finds to Professor Dart, discover of the Taung skull, and another authority, Mr. C. Van Riet Lowe, paid a visit to the spot.

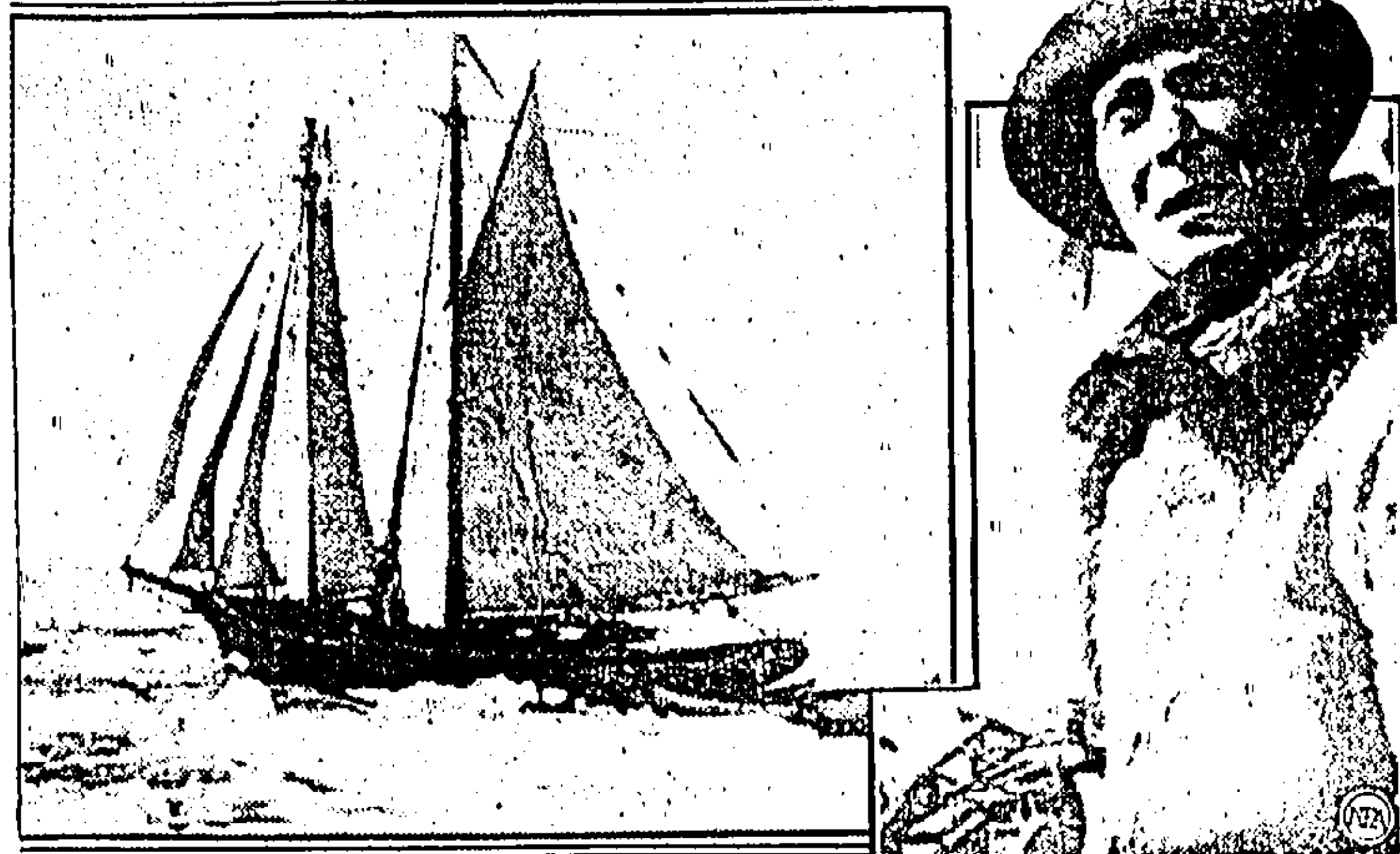
Mr. Lowe discovered three distinct layers of soil on Mr. Shepard's island, forming an exceedingly valuable history book. The bottom layer contained the remains of mammoths and of extinct types of horses and pigs. Alongside them were man-made implements of an extremely ancient type, thus proving definitely that man and the mammoth were contemporaneous in South Africa.

Above this was a layer of gravel containing stone implements of a more refined and later type, while above this again was a sandy loam layer containing still more advanced human implements, bringing the discoveries almost up to the Bushman period.

It is only in the bottom layer, of gravel, intermingled with the most primitive of the remains, that diamonds are found. Here is proof that South Africa's earliest inhabitants lived in that long past age when diamonds were being washed down the Vaal River from their unknown source.

then was taken to Freiburg, where I spent a month in solitary confinement, with one meal a day—stew and bread. Every time I saw a squad of armed men approaching my window, I thought "This is it," but it never was. Then came the second trial. The court decided that the *Caledonia* was an armed merchant cruiser, and, therefore, I was only doing my duty in attempting to ram the submarine. I was amused over the word "attempting," because I rammed her all right. I am sorry she did not sink, but if I ever meet Swetz, I should like to shake hands with him. He is a sportsman, and he had no sympathy with submarine warfare.

TO DRIFT AROUND THE ARCTIC. A GREAT GEOGRAPHIC PROJECT.



"I want no de luxe Arctic expedition," said Captain Bob Bartlett, who is strikingly pictured at the right aboard the tiny vessel on which he has returned from a trip to Siberia. At the left is a view of the *Morrisey* as it sailed against floating ice in the Arctic.

"There's a big job yet. Two will have to be pilots as well as to be done in the Arctic, as sailors, and scientists, for we and Captain 'Bob' Bartlett will take two aeroplanes."

Wants Collegiate Crew.
"They needn't be expert scientists, if they are enthusiastic, but they should be college men. I'll teach them how to be sailors and how to work. I'll keep them so busy with the problems I hand out they won't have time to wonder what to do with their long winter evenings."

"But they must not be married, or too deeply in love," he qualified. "Many a good expedition has been ruined by men who wanted to hurry home to their sweethearts."

Captain Bartlett planned this same trip several years ago, and had much of the money for it appropriated, but the World War interfered. He hopes to start a year from this spring.

Arctic His Health Resort.
He loves the Arctic region, thinks it is the most beautiful and happy spot in the world. It was the big disappointment of his life that he could not get the navy department to fly the *Shenandoah* over the North Pole.

Years of hardship have only increased the love of the sea which is the great love of his life. For want of such a de luxe trip—just the Captain Bob has never married, old-fashioned Arctic expedition where you take a few men, pick up your Eskimos and dogs, and stay there long enough to get the dope on the Arctic situation."

As Captain Bartlett now plans it, the project will cost about \$300,000, and the expedition will be gone three years.

EASY DIVORCE.

IS NO ENEMY OF MARRIAGE.

Is easy divorce an enemy of marriage?

Professor E. Westermarck, the famous sociologist, gives an emphatic "no" to this question, which is one of many he discusses in "Marriage," a recent addition to "Benn's Sixpenny Library" (Ernest Benn, Ltd.). Divorce, in his view, is a feature of this "age of discontent." He writes:—

It is a widespread idea that divorce is the enemy of marriage, and, if made easy, might prove destructive to the very institution of the family. This view I cannot share. I look upon divorce as the necessary remedy for a misfortune and as a means of preserving the dignity of marriage by putting an end to unions that are a disgrace to its name.

Professor Westermarck shows that the divorce rate is highest in Switzerland of any European country, but is so much higher in the United States that the number of divorces there probably exceeds the total of European divorces. He adds:—

In nearly all the countries for which statistics are available divorce has been steadily increasing during recent years. This is only what might be expected. When two persons are brought into so close contact with, and into such dependence on, each other as is the case with married people it would be little short of a miracle if their wills always acted in complete unison.

In modern civilization, where life is becoming richer in interests and individual differences are getting more accentuated, the causes of disagreement are multiplied and the frictions are apt to become more serious and consequently more likely to end in a rupture of the marriage tie.

SEA FOR THE ZOO.

200 TONS OF THE BAY O' BISCAV.

The good ships *Crystal* and *Netley* recently completed a voyage through London Town with one of the strangest cargoes that a skipper is ever called upon to carry.

Their freight was 100 tons each of choice sea-water—a Bay o' Biscay "cocktail" for the fish at the Zoo aquarium.

The water was taken aboard from two steamers in the Thames, and "Crystal" and "Netley" then entered the Regent's Canal Dock and set sail along the canal for Zoo Harbour.

"Murky weather, ahead, captain!" cried a fellow bargee, pretending to sniff the salt-water in the "Netley's" special tanks.

"Mind you aren't seasick!" As the barges progressed, the skippers of other craft laden with coal, timber, cement, and other everyday cargoes, signalled a greeting to the "old salts" on the "Netley" and the "Crystal."

There is something decidedly novel in Bay o' Biscay rough seas being transported over a canal harnessed to modern industrial requirements.

On making Zoo Harbour, *Netley* and *Crystal* came to anchor, and discharged their cargo through a 650-foot hose into the aquarium's underground reservoir, where it will remain until needed.

Crystal Clear.
Before this Bay o' Biscay "cocktail" is introduced to the 800 or more fish in the sea-water tanks it has to percolate through ten tons of sand in order that it shall be thoroughly filtered.

"We must have water that is crystal clear," an official of the aquarium stated. "That is why we send all the way to the Bay o' Biscay for our supplies. Sea-water from the English coast would be quite all right from the fish's point of view, but if we used it visitors to the aquarium would have a poorer view of the exhibits."

MEDICAL MEN BEATEN.

THE BAFFLING PROBLEM OF ASTHMA.

Medical science has confessed to being beaten by asthma at present said Sir Humphry Rolleston, physician-in-ordinary to the King, at a meeting of the Asthma Research Council at the Mansion House recently.

There was no certain cure for all forms of asthma, Sir Humphry went on, and to obtain a cure, scientific research was necessary. Asthma was a paroxysm of the nerves, and he pointed out that victims were more sensitive to certain things than ordinary people.

Napoleon, Wellington, and Lord Roberts were instances of three great military leaders who suffered from asthma.

Lord Roberts could not bear to be left alone in a room with a cat. And there were cases of people who had a fit of asthma following emotion or the eating of eggs, strawberries or other particular kinds of food. There was even asthma, dog-asthma and horse-asthma, which was a fit of asthma brought on by either seeing or smelling one of those animals.

Other diseases, also certainly asthma, of another part of the body were the condition known as sick headache which affected the greatest geniuses; gout, the aristocratic disease, of which it had been said that it attacked more wise men than fools, and epilepsy, from which many distinguished people suffered. Many of the complaints were due to a hypersensitiveness which could be removed.

In a letter supporting the aims of the Council, Mr. Neville Chamberlain, Minister of Health, wrote: "The Medical Research Council has made a grant in aid of your work, and I am glad to hear that the Halley Stewart Trust has made a grant of £2,500 for the establishment of asthma research clinics at Guy's Hospital and Great Ormond-street Hospital for Sick Children."

I hope that you will shortly obtain sufficient funds to enable



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One of the series of scrub forest fires which break out every dry Summer in Australia, doing damage to pastures and timber lands and occasionally destroying homesteads and cottages on the outskirts of the cities where settlement is pushing out into the bush, held up a funeral at Wyong, a small town between Sydney and Newcastle. When the procession arrived at Coorabong Cemetery the mourners found the graveyard in flames. The men joined in beating out the fire, while the women and children waited in the fierce heat and stifling smoke. The mourners then picked their way between the smouldering tussocks and smoking bushes, and stood on ground almost unbearably hot as the burial proceeded.

other centres to be formed, so that this group of disorders can be scientifically studied from every angle.

Mr. Ben Tillett, chairman of the Trades Union Congress, said that after 25 years' fighting with the guerrilla warrior, asthma, he had come to the conclusion that there was only one thing worse than the disease, and that was the so-called cures.

Dr. A. F. Hurst, senior physician at Guy's Hospital, said that he had suffered from asthma for the last 25 years, and he had been disappointed at all the cures he had recommended.

Inns and Outs of the Mode

Lingerie Defines the Silhouette
Of Spring and Summer Styles



A Bendel Suit of Dark Blue Crepe, Illustrated by Sketch and Photograph, Has a Tailored Coat and Pleated Skirt Embroidered in Blue and White Daisies. The Blouse Is of the Same Material.



IV
This Bendel Sports Outfit Consists of a Deep Blue Shirt-Topped by a Trim White Blouse Printed and Bound in Blue.



II
Celanese Taffeta in Wild Rose Pink Is the Medium for a Cool Combination That Is Ideal as the Foundation For the New Slightly Fitted Gowns.



III
Smoke-Tinted Breton Lace Cunningly Trims This Slip Photographed at the Left And Sketched in Detail Above. The Wrap-Around Lower Portion Is Ideal for Dancing.



V
This Dressy Patou Sports Ensemble, Also Shown in the Photograph Above, Left, Comprises a Lynx-Trimmed Green Coat And a Snarply Tailored Silk Frock With a Pleated Skirt and Simple Blouse.

TO BE really efficient in the matter of spring and summer clothes, you must get on the inside of the mode as well as the outside, and consider the lingerie as well as the coat.

For the starting point of style is the silhouette. The figure for this year is not the flat, boyish straightness of last year, nor have curves yet become pronounced.

The fashionable figure now is the feminine figure—slender, graceful and youthful. Dresses fit more snugly at the waistline and bodices reveal a curved line over the bust, while skirts are full and ample at the hem, though there is a tendency to retain a narrow hip.

Lingerie is tremendously important in cut as well as in material, for the teddies and the costume slips must fit the natural figure and add no complicating bulk of unnecessary weight.

THE corset of today is either a combination brassiere and girdle, which holds the figure to a neat line, with a very slight feeling of a waistline, or it is a hip girdle and a brassiere. Younger women with slender figures usually prefer the latter.

While the slim, athletic figure may be corseted, fashion has decreed that the figure with any tendency to hips is smarter if it is held in with an unboned or very slightly boned girdle.

A BENDEL suit of dark blue crepe is one of the season's most delightful innovations. It is the last word in cut and fabric and is refreshingly cool.

Its short tailored coat is of the same material as the dress—blue crepe embroidered in daisies of self color and in white.

The blouse is simply cut and the skirt neatly combines pleated ruffles and panels.

This outfit will take you to the theater or to tea, will do for traveling and will look well at any hour of the day. It is entirely suitable to be worn under a coat on chilly days.

II. THIS cool combination of wild rose pink Celanese taffeta has pipings of pale green across the top of the bodice, and around the scalloped hem of the skirt.

Because it outlines the natural waistline, this delicate garment is ideal for wear under the new slightly fitted gowns. And because its only decorative touch is a bit of delicate embroidery on the bodice, it is very easy to launder.

III. CELANESE taffeta is also used to make this trim slip that, because of its wrap-around skirt, is exceptionally good for walking and dancing.

This garment is a narrow sheath that outlines the figure and will not add unwanted bulk when worn under modish gowns. The lace on the skirt and around the top of the bodice is smoke-tinted Breton lace.

IV. THE SPIRIT of early summer days is found in this sports outfit sponsored by Bendel. The white blouse is printed in blue, with a cool pine-tree motif and is bound with the same deep blue that makes the costume's pleated skirt.

The long line of blue formed by the V neckline and streamer tie is an inspired line for the short gown.

This outfit can be made to do double duty, since it is quite as proper for town wear as for sports.

V. PATOU created this quietly dashing sports ensemble consisting of a chartreuse green coat trimmed with lynx fur and a silk frock of matching shade.

The coat is cut on slightly flaring lines and the dress is distinguished for its neatly pleated skirt and a blouse of delightful simplicity.

All the costumes on this page—both those intimate things to be worn underneath the modish gown and the gowns themselves—are up-to-the-minute in fabric and fashioning.

They are correct for early spring wear and the woman who would always appear at her modish best will do well to consider them carefully.

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Hongkong Telegraph.

Pictorial Supplement

April 20th, 1929.

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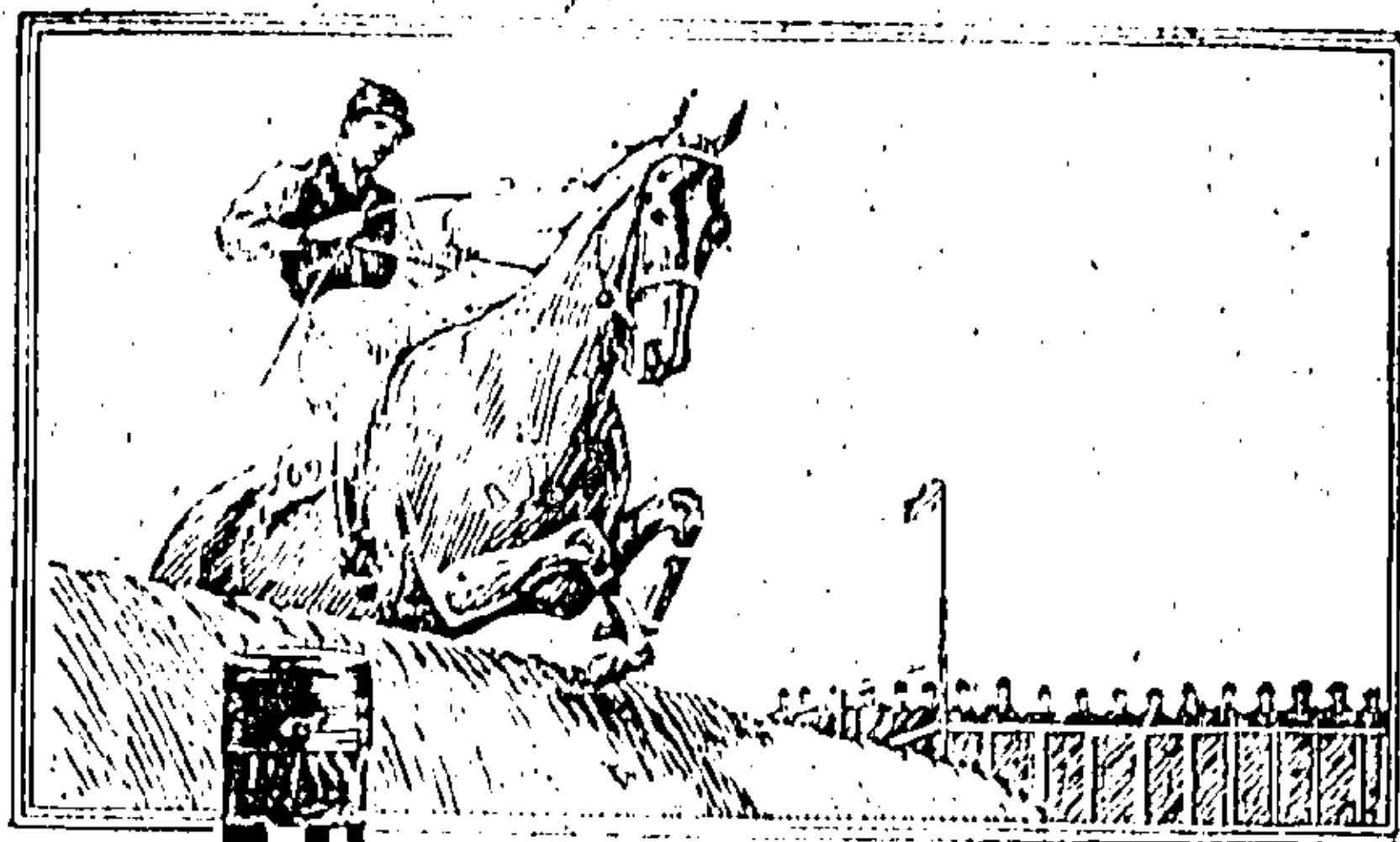
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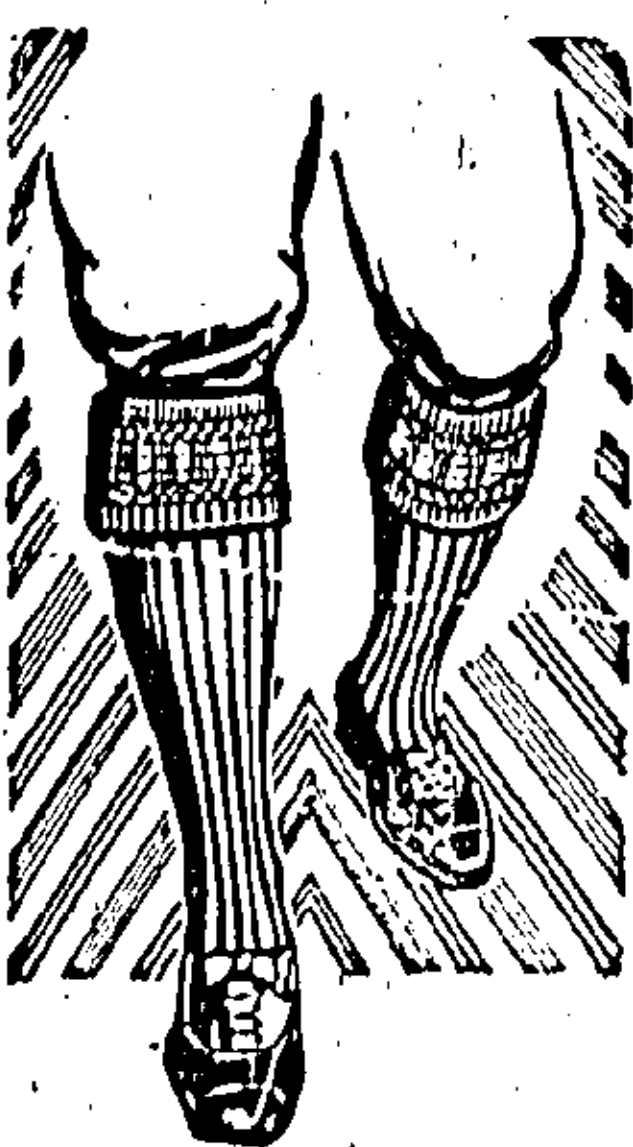
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\$1.75 pair.

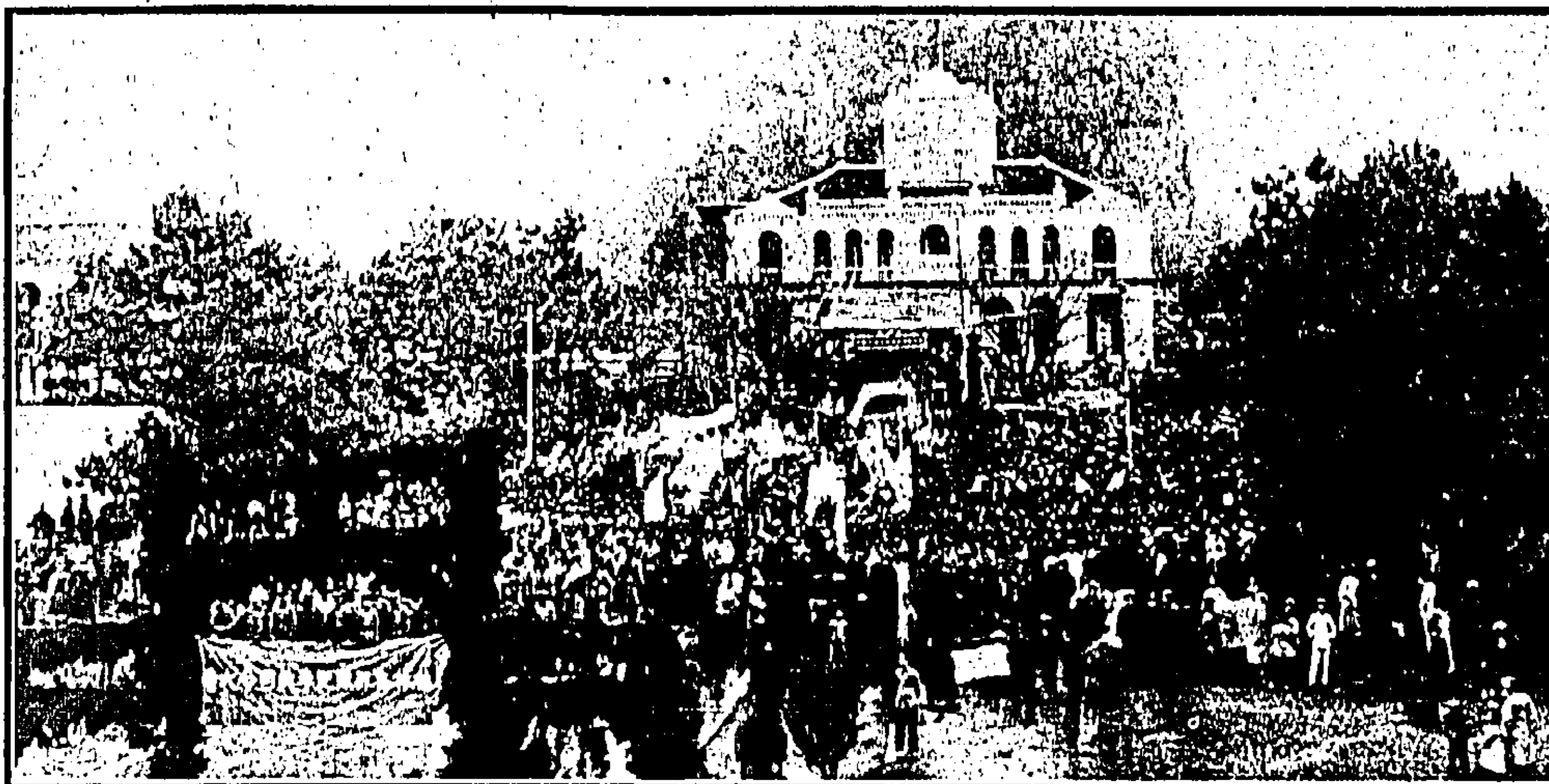
VIYELLA HOSE

Men's white ribbed Viyella Golf Hose. Nice weight for summer wear.

\$2.95 pair.

Gents' Outfitting Department.

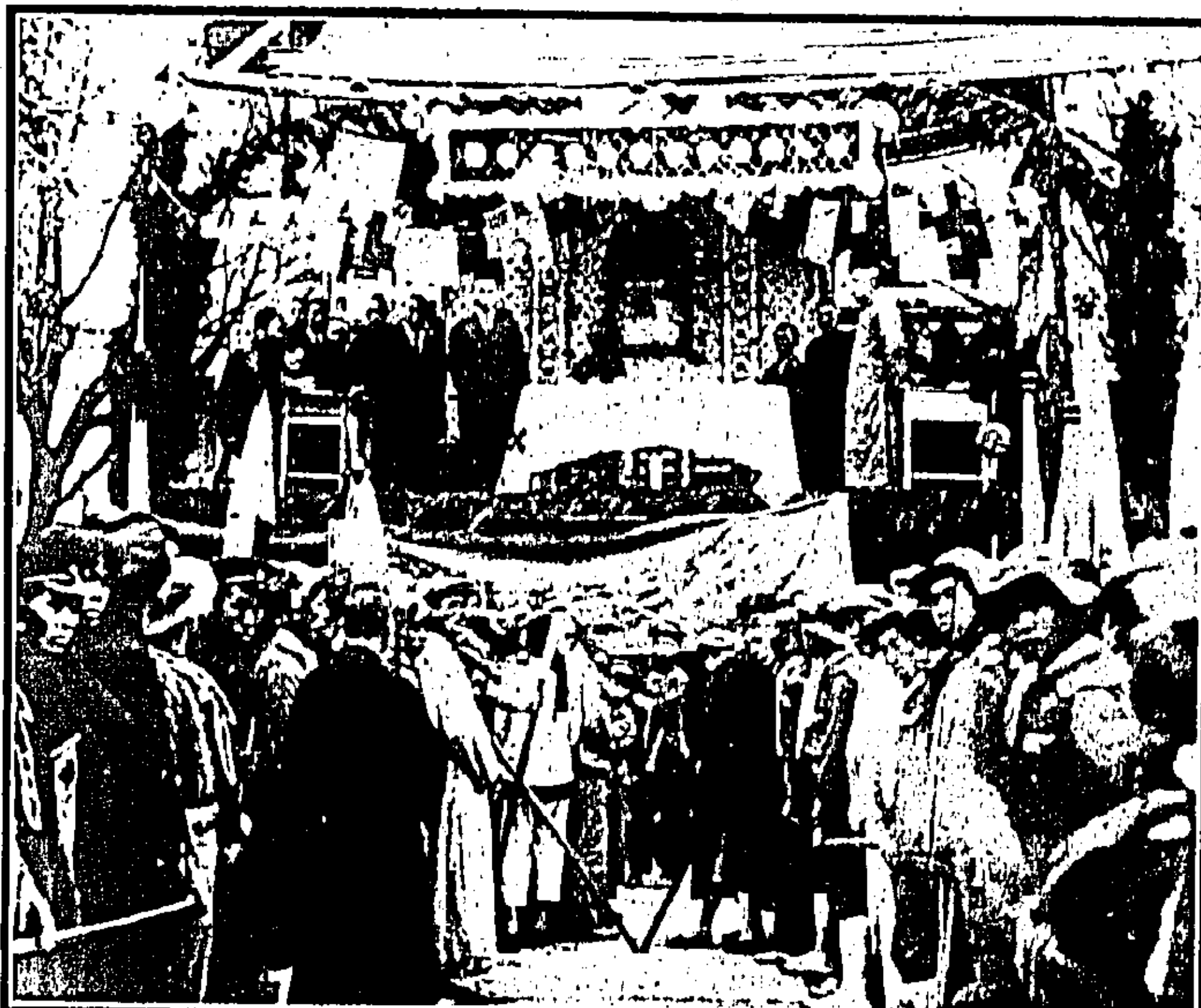
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HONGKONG.



A huge crowd gathered at Kwelin to welcome General Li Chung-yen the Kwangsi leader, on his return to his native district. Picture shows troops with banners at the official public reception. On the left is seen a pailau decorated with evergreen.



Mr. Wong Pung-shun leading in Thunderbolt, winner of the Bon Vista "A" Class Handicap last Saturday. This is Mr. Wong's only pony; it has had three wins this year. (Photo: Mee Cheung).



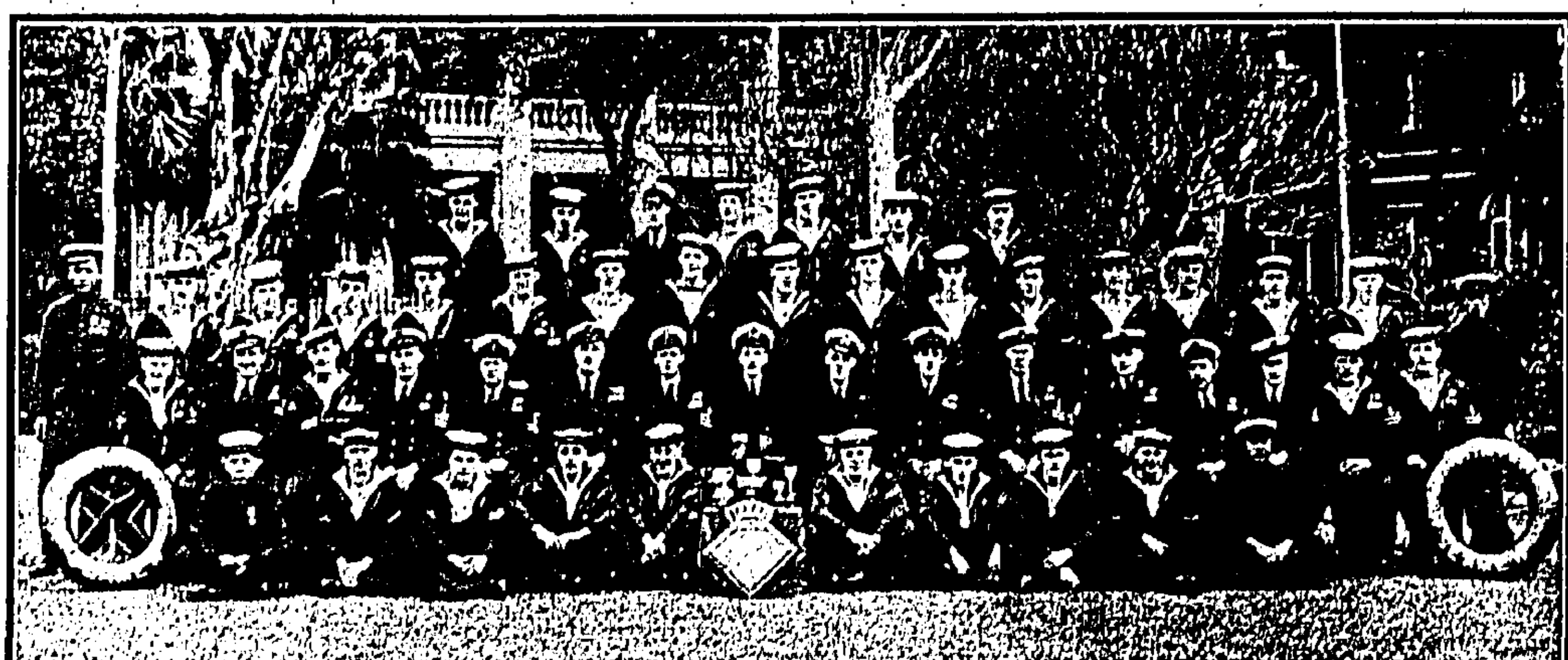
General Li Chung-yen addressing his supporters on his return to Kwelin. Dr. Sun Yat-sen's photo is prominently displayed on the platform.



Group taken after the wedding, at the Rosary Church, Kowloon, on Sunday, of Mr. A. J. Osmund, Colony's billiards champion, and Miss I. A. Vichy. (Photo: Mee Cheung).



Mr. Ho Kom-tung leading in Town Hall, winner of the Kellett Handicap ("A" Class) on Saturday. (Photo: Mee Cheung).



This photograph, taken at Shameen, shows officers and men of H.M.S. Seaweed, winners of the Shameen Football League, with the Watson Shield and cups. They have had a most successful football season.



Here is seen the King's College Division of the St. John Ambulance Brigade, with trophies. Mr. E. Ralphs, Assistant Commissioner, is shown in centre, with Mr. A. Morris (headmaster of the College) on his left. (Photo: Ming Yuen).



H.M.S. Tarantula's team which won the three-mile China Fleet Small Ships Cross-Country Challenge Cup. (Photo: Ah Hing).

POWER EFFICIENCY OF PETROL.

Two Important Factors for Motorists.

Few people, as they gaze at their ideal car, have a thought for that necessary complement—the fuel that makes the wheels go round. Yet it is just as important to have a perfectly produced fuel as it is to have a perfect manufactured car. Fortunately, with the advance in automobile engineering has gone an even more marked advance in the science of oil-refining and the blending of motor fuels. Much valuable research work has been carried out at the instance of the large oil companies on the behaviour of petrol

mixture in the internal-combustion engine. The Empire Motor Fuels Committee has had similar researches carried out on the behaviour of alcohol and alcohol-ether mixtures. Some review of the results of these fascinating experiments may help petrol consumers to appreciate the problems of the petrol producers.

However little motorists may know about the petrol they use, they will judge it quite rightly, by the degree of its tendency to "knock." The joy goes out of motoring when one hears that

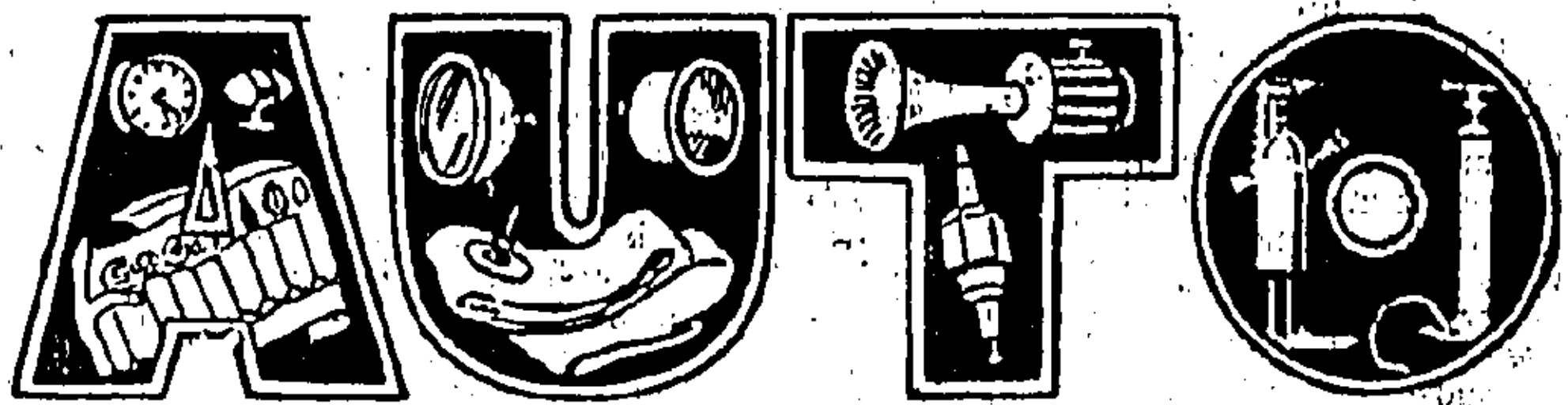
distasteful "pink." "Knocking" means loss of power and economy. The spark has to be retarded and the mixture enriched, which means that the engine gets hotter and more petrol is consumed. Freedom from "knocking" on the other hand, implies that the car will stand an advance spark, even up hills, so that the engine keeps relatively cool and less petrol is consumed. In other words, more power is obtained at less cost. Clearly, the tendency to "knock" is the one outstanding factor determining the practical value of petrol. Compared with this all other considerations are of secondary importance. But what exactly is a "knock" or "pink"? Probably not one in a hundred motorists could give a correct answer.

Only Theory Available. The truth is that there is little exact knowledge even now of the

behaviour of the exploded petrol mixture in the internal-combustion engine. Every explanation of a "knock" is in the nature of a theory. Mr. H. R. Ricardo's theory is, perhaps, the one generally accepted. In more or less his own words: when the mixture of petrol vapour and air is compressed to a high pressure and to a temperature approaching that of its self-ignition temperature, and is then ignited by the spark, the flame at first spreads by the normal process of combustion, compressing before it the unburnt portion of the charge. When the consequent rise in temperature of this unburnt portion is more rapid than the rate at which its heat can be given off, then spontaneous ignition takes place, and an explosive wave is set up which strikes the walls of the cylinder with a hammer-like blow causing the familiar "pinking" or "knocking," which the scientists call "detonation." It is quite different from pre-ignition proper—that is, from self-ignition of the mixture of petrol vapour and air before the passage of the spark. But "knocking," if persisted in, will so raise the temperature of the points of the sparking plug as to cause pre-ignition. How, then, is "knocking" to be avoided?

A Means of Correction.

Mr. Ricardo has proved that "knocking" is less the lower the rate of burning of the fuel. The reason for this, according to his theory, is that if the rate of spread of the flame is sufficiently slow the unburnt portion which is being compressed can get rid of its heat quick enough to avoid self-ignition. In all cases it seems that a low rate of burning is advantageous. No motor fuel has yet been found of which the rate of burning was too low to permit of maximum efficiency being obtained in the highest-speed engine yet tested. Mr. Ricardo next showed that the rate of burning was affected by the chemical composition of the petrol—that is, by the relative proportions of aromatics, naphthenes, and paraffins it contains; that the smaller the proportion of paraffins the better from almost every point of view; and that a certain proportion of aromatics, estimated at about 20 per cent. for the majority of commercial motor engines, practically eliminated the tendency to "knock."



SUPPLY HEADQUARTERS

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The Difference Is Important.

THE two machines pictured here show the difference between Supertwist cord used in Goodyear Tyres and the cord used in ordinary tyres.

On each machine one cord stands out, intact and taut. That is Supertwist, a distinct Goodyear development used only in Goodyear tyres.

On each machine one cord is broken or hangs slack. This is the cord used in ordinary tyres.

On one machine Supertwist and an ordinary cord were stretched equally. Supertwist held firm—the ordinary cord broke. On the other, when the tension was relaxed, the Supertwist sprang back, like a rubber band, to its original measure. But the ordinary cord was left limp and distended. The elasticity and durability of Supertwist cord in Goodyear tyres have reduced blowouts and similar trouble to the vanishing point.

Supertwist is one of the reasons why the present Goodyear Balloon with the tractive All-Weather Tread is called "Goodyear's Greatest Tyre."

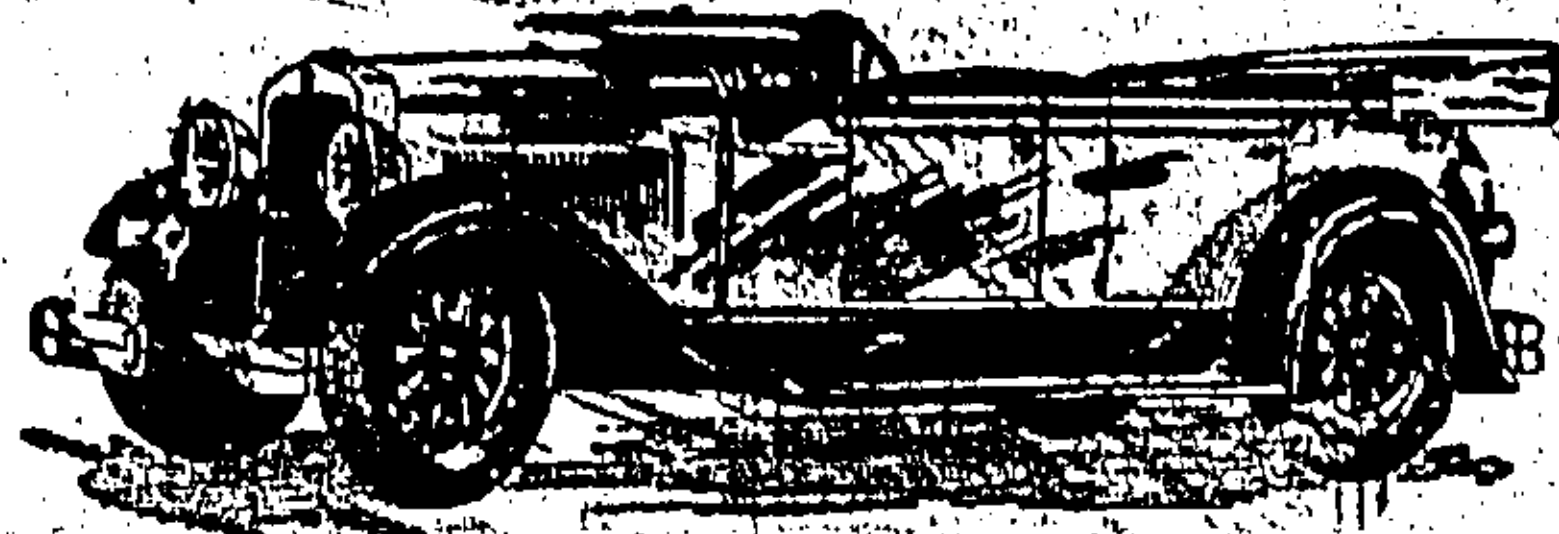
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NASH "400"

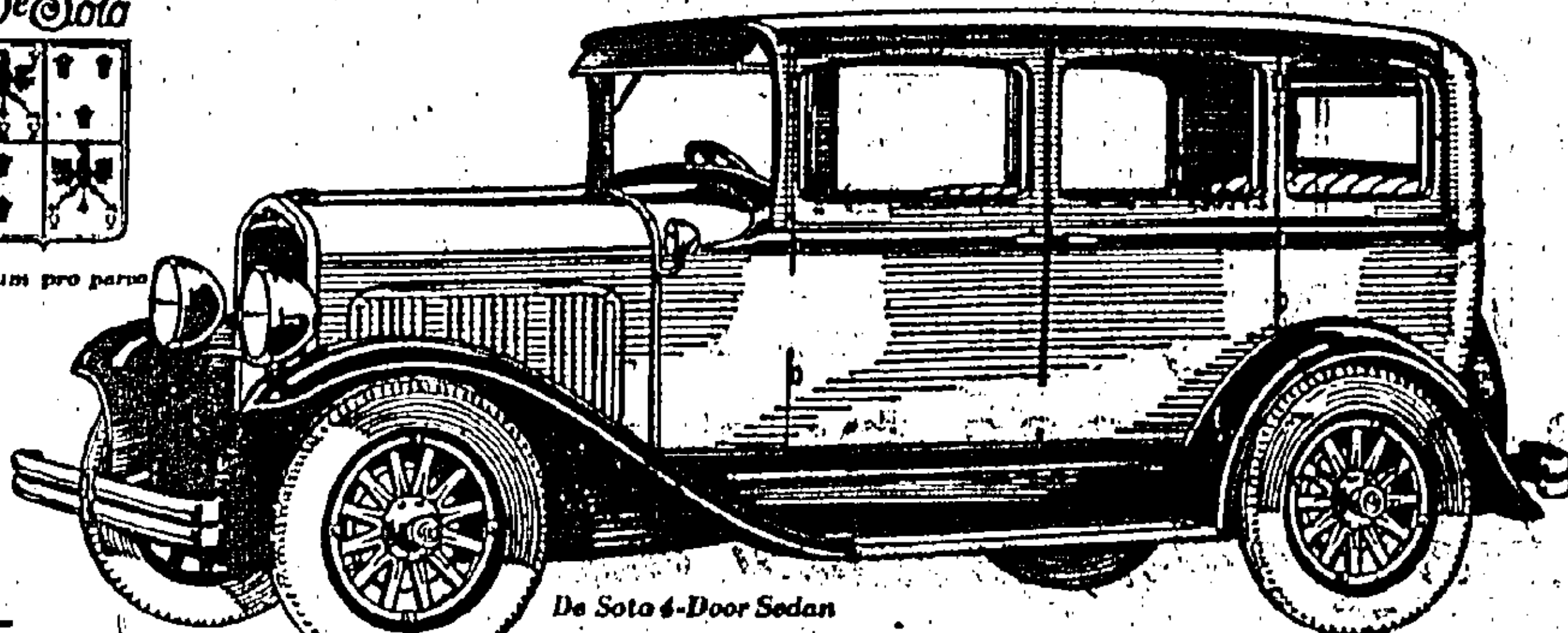
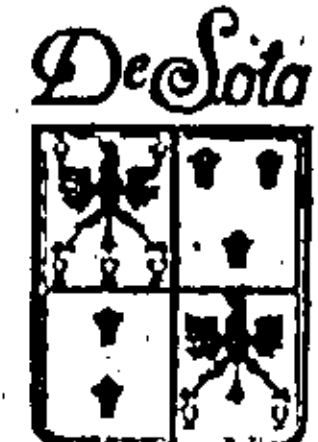
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	World's easiest steering		

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the new Chrysler sensation-car brings Chrysler's dashing style and speed and colourful individuality into the field of low-priced sixes—within one month of its advent is recognised as today's most vivid expression of the new quality and value standards in modern motor car manufacture.

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New-type rubber insulation of engine to wipe out the last vestige of torque and vibration.

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HINTS FOR THE MOTORIST

ALBERT L. CLOUGH
THE ENGINE TESTER.

The mechanical ills of the auto engine are mostly the results of gas leaks and of lost motion between its various working parts. These develop under the gas pressures incident to its operation, but it is difficult to locate them definitely, while an engine is in motion. However, if a controlled gas pressure can be applied to a cylinder of an engine, that is at rest, conditions comparable to those existing during its operation can be reproduced. Leaks will occur and lost motion be developed much as though the cylinder were working and the exact location of leaks and "play" between parts can be determined, since the parts are stationary and subject to close examination. A form of engine tester, that is being marketed, accomplishes the above results. It consists of a hand-operated plunger air-pump, much like a tyre pump that can be connected to the cylinder being tested by a fitting screwed into the spark-plug opening. Pushing the plunger creates an air pressure and pulling it tends to create a vacuum in the cylinder, and it is thus capable of applying upward or downward directed force to the piston, by the alternation of which lost motion of the parts can be developed. In testing for leaks, the cylinder in question is set with its piston at top centre of the compression stroke and air pressure is produced and maintained in it. Escape of air through the carburetor, through the exhaust port and into the crankcase, indicates respectively inlet-valve, exhaust-valve and piston-ring leaks. If by working the pump plunger rapidly back and forth, with the piston in the aforesaid position, a knock is produced, which does not jar the crankshaft, a loose wrist-pin is indicated, but if the knock can be felt by touching the crankshaft, looseness of the connecting rod bearing can be inferred. A strong push on the plunger, followed by an immediate energetic pull, will also tend to develop any existing looseness at the main bearing near the cylinder tested and the crankshaft can be felt to move upward slightly and

drop again. By setting the piston halfway down on its power stroke and alternately developing compression and suction a loose piston will be caused to make its characteristic slapping sound. The pump carries a pressure gage by means of which compression of the several cylinders can be compared when the engine is run at constant speed by the starter motor.

A Dead Generator.

Question:—Please inform me how to adjust the generator on my 1921 car, which has lately stopped charging entirely.

Answer: Remove the band around the end of it and clean the commutator with fine sandpaper, if it is dirty. If the brushes have worn down very short, replace them with new ones intended for use with this make of generator. See that all connections at the generator, ammeter and reverse-current cut-out are tight. If this does not restore charging, remove the cover from the reverse-current cut-out and clean its contacts with a paper drawn between them, while you hold them together. Start the engine and if charging does not commence, touch the contacts together momentarily by hand. Should this not establish charging current, you better consult an electrical service station, as something is likely to be seriously wrong, possibly an open circuit in the generator windings.

Identifying the Carbon Knock.

Question:—My engine makes a clicking knock when the car is driven up steep hills and I don't know whether something is loose or whether it is merely that the cylinders are somewhat carbonized. I don't want to have any mechanical work done on it, if the trouble is simply carbon or from using a poor quality of gasoline. Is there any test I can make to show whether this is a carbon knock or one caused by looseness of the engine parts?

Answer: If this noise comes from carbon deposits or from using gasoline that will not burn smoothly at the compression developed in

FUEL SUPPLY.

The Chevrolet's New Gasoline Pump.

One of the major improvements in the new value-in-head six cylinder Chevrolet is the A.C. fuel pump, which insures a positive and uniform supply of gasoline to the carburetor under all driving conditions, regardless of engine speed, load or road grade. This means better idling and better performance at all speeds, regardless of traffic or road conditions.

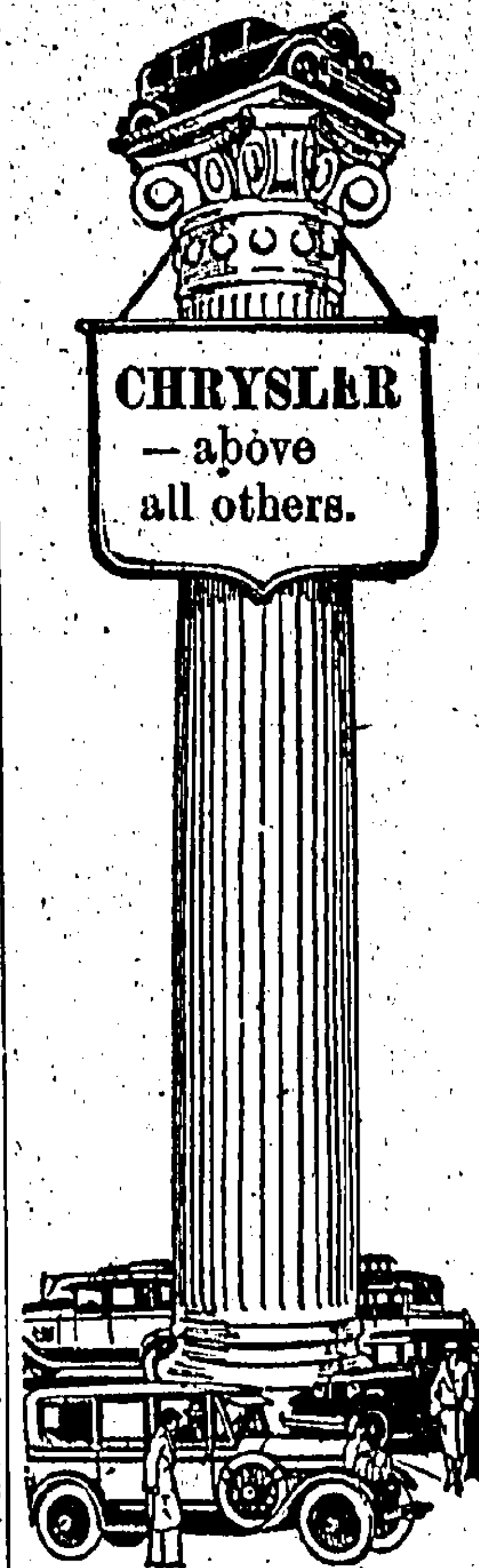
The fuel pump is mechanical and fool proof. It works from an eccentric in unison with the engine, the supply of fuel increasing directly with the engine speed. The faster the engine runs, the more fuel is needed, and the more the pump supplies.

A fuel strainer is built as an integral part of this pump. Grit or dirt in the gasoline causes uneven running, loping at low speeds, spitting and misfiring, which imposes a strain on the operating parts of the engine. Before any fuel can reach the carburetor it must pass through the fine mesh screen of the strainer, insuring clean fuel for the engine. The strainer also separates water from the fuel.

There is always more or less water in gasoline, and unless it is removed before reaching the carburetor, it will settle to the bottom of the float chamber, and as it accumulates it will be sucked into the jets, and the engine suddenly stops, for no apparent reason. In winter, the water is particularly objectionable because it tends to freeze, stopping the jets and needle valve, making it necessary to thaw out the carburetor, by the use of hot water or other means, before the engine will start.

The fuel pump has ample capacity for the most extreme conditions, and can pump several times the amount of fuel required by the car at any speed.

your engine, it will probably cease, if you use a gasoline containing tetra-ethyl-lead in place of the untreated fuel, which we assume you are now using. Drain the gasoline out of your car's tank and put in a quantity of this anti-knock fuel and if the knock disappears you can be reasonably sure that the clicking you have been noticing is not due to any mechanical trouble.



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Get behind the wheel
and Get the facts!

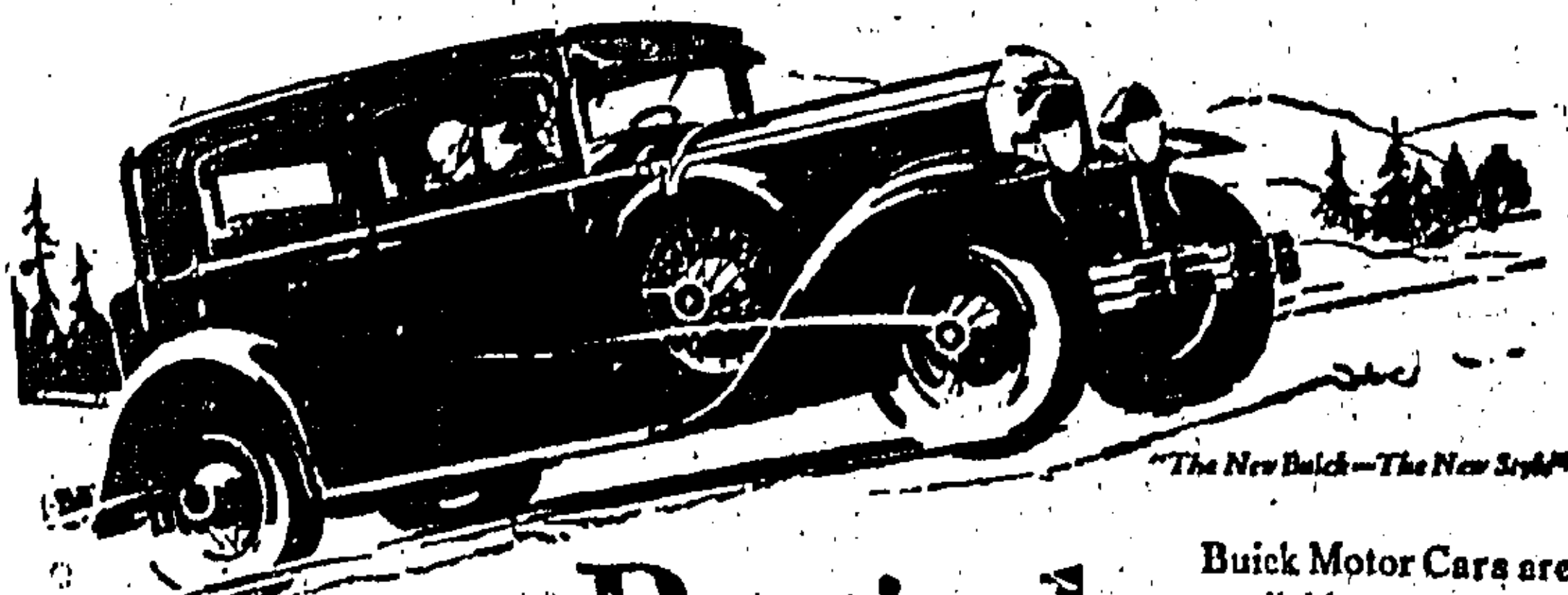
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Buick Motor Company, Flint, Michigan, Division of General Motors Corporation



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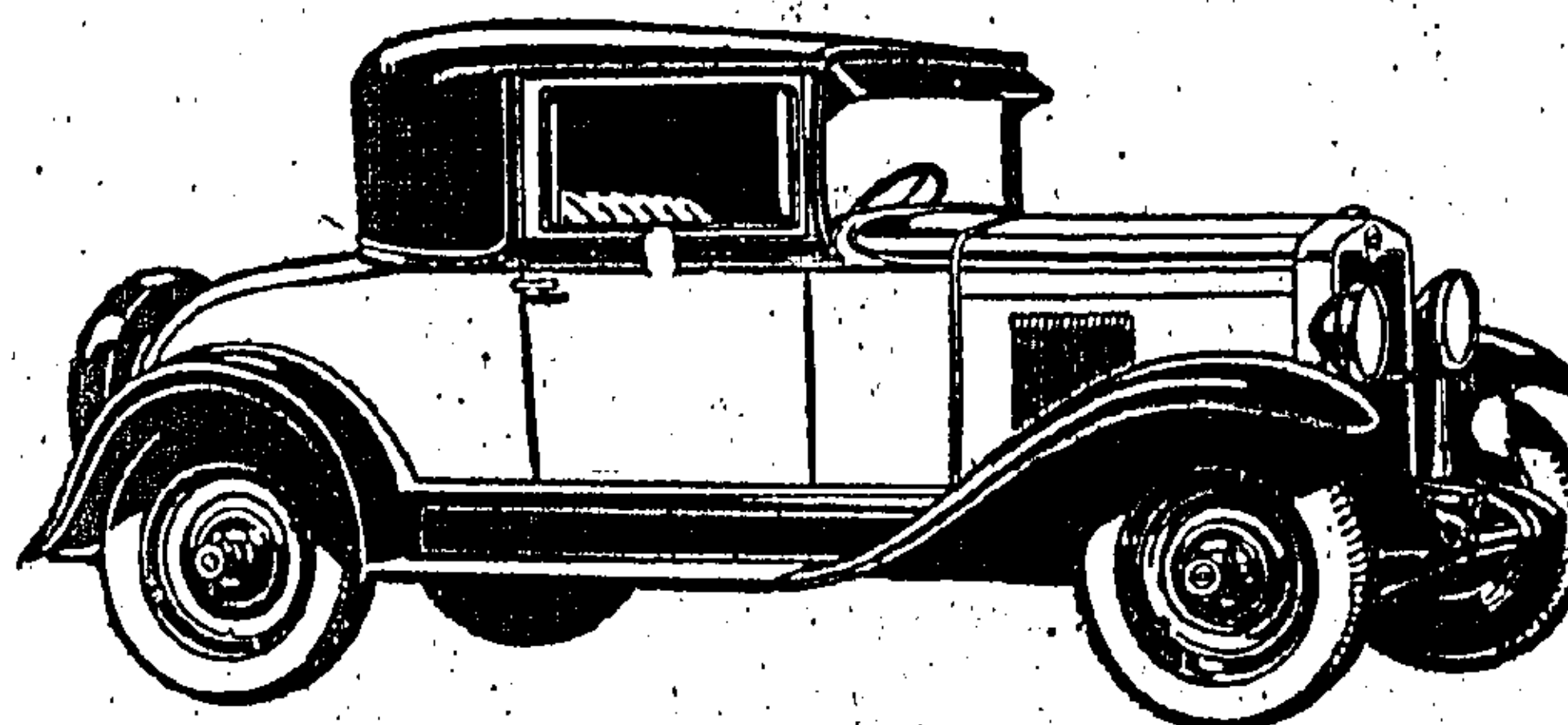
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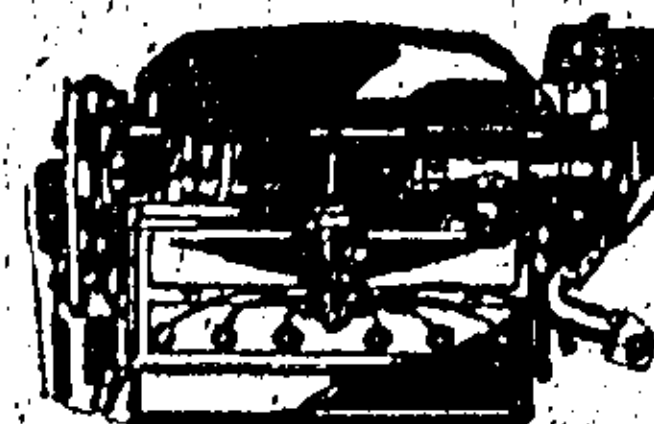


To see the New Chevrolet is to realize that there has finally been achieved in a low priced car those qualities of beauty, grace and distinction heretofore attained only by the exclusive leaders in custom design.

To inspect the chassis is to discover feature after feature of advanced engineering design once thought impossible to provide except in the highest priced automobiles.

To drive this sensational car is to experience an amazing revelation. For here is all the delightful smoothness which has created the preference for the six—made even more marvelous by that outstanding economy of fuel and upkeep which has been characteristic of Chevrolet for 16 years.

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HOW SEGRAVE BROKE THE SPEED RECORD.

Thrilling Description of How the Golden Arrow was Piloted.

DRIVER'S ACCOUNT OF THE DOUBLE RUN.

Two hundred and thirty-one miles an hour!

When Segrave first exceeded 200 m.p.h. at Daytona two years ago, everyone thought the limit had been reached.

Is there a limit at all when in those two short years the same driver can add nearly thirty miles an hour to the record?

Imagine a vast stretch of almost deserted sand flanked on one side by the sea, on the other by low banks, beyond which are the houses of Daytona in Florida. Where the sea plays the sand is soft and dark, above that it hardens to a concrete-like surface almost dazzlingly white, and above that again, nearer the banks, it is looser, more like real sand.

In the foreground stand deserted certain strange marks with a flaring light, a mile away are others with another light, and in between the marks stretches, just clear of the sand, the wire of an electrical timing apparatus. Safely distant is the apparatus itself, with officials watching the strip on which a clocklike mechanism stamps the recorded time. Up on the banks is an eager throng of people kept in order, and out of harm's way, by a line of police, some on motor cycles, some in cars, while all around are cameras of every shape and kind.

The Monster Starts.

From the sea there is a steady, mild wind. An electric warning

horn sounds. Suddenly the car is caught by a far-off muffled roar as of some unseen angry monster. The roar deepens to a thunder, increases very swiftly, becomes indescribable, something beside which the menacing voice of a fighting aeroplane high up in the sky is but a pale reflection. Far away on the sand a small weird-looking low machine comes into view with incredible swiftness, its gold paint glistening. It travels with deceptive smoothness, becomes rapidly larger, achieves a pandemonium of noise, and before a single detail can be recognized, it is itself between the marks and is instantly disappearing in the distance.

Thought Outfaced.

The thing's pace out-speeds thought, and it is some seconds before the mind can take it all in; then it flashes upon one that the car seems to be travelling in silence and the uproar to be following astern. Of smoke, or dust, or uplifted sand there is no recollection, and, curiously, not a memory of the man whose skill alone controls that giant projectile.

Right away beyond the mark posts, unseen by most of the spectators, a group of mechanics dash at the car as it slows to a stop with long streaks of oil running along the body and a show of orange flame from the squat exhausts. Four quaint jacks are screwed from the frame to the sand, the three tons of car rest

slowly amid the hard clatter of hammers on the wheel hub nuts. Almost a minute's furious hurry, and the four wheels slide off, four more take their place, the nuts are driven home, the jacks unscrewed, and the car slowly turns through 180 degrees.

The Return Trip.

For a second it stands while the twelve exhaust pipes spit flame and smoke and noise, then, with a quick jerky action, the golden machine gathers way stupendously. Incredibly, the exhaust note changes with gears, the great machine increases speed, in one swift rush becomes a projectile screaming through the air, fiercer over the marked course, and before the spectators can regain their breath, it is gone.

The Time Announced.

A moment's gathering at the timing instruments, a comparison of the typewritten strips, then an official makes the matter of fact announcement of a modern miracle—a man has travelled faster than ever man travelled before. England has regained the world's speed record, and months of strenuous work by hundreds of men, thousands of pounds of money, have achieved the desired end; thirty-one and a fraction seconds' furious action and an average speed of 231.362 miles per hour for the mile for two runs have been achieved.

Instantly the excited crowd swarms over the beach to cluster in one cheering group as the big car comes slowly back to the officials. It is a wonderful moment that, when the task safely accomplished, a driver can lower his goggles and come slowly up to the wonderful welcome which an American crowd knows how to give. Not all the money in the world can buy its equal, nor would the successful champion change places with any living man.

Some three thousand miles away two men wait restlessly in a London office, their minds out at Day-

tona, wondering what has happened, not without foreboding. Abruptly the desk telephone rings, and right across half the world, a well-known voice says, quite simply: "Daytona calling; this is Segrave speaking—it's all right, she's done it."

Segrave's Version.

Over the telephone Segrave was extremely interesting. He said: "I look a run of about four miles to get up speed before entering the stretch across which the timing wires were laid, and for the first part of the run I was able to watch the rev. counter dial and change from first to second and second to top exactly at 3,200 r.m.p. The commencement and the finish of the measured section were indicated by two big trestles 50ft. high, with a wire between them on which was suspended a large red arc lamp; this could be picked up roughly a mile away."

"When I could see the light I used the foresight—which Irving had put on the car in a place usually occupied by the radiator cap—and a rough form of back-sight, and though the great difficulty was to see the course properly these sights were very useful. As it happened, the weather was very bad indeed; there was mist lying in patches all along the course and the visibility in general was pretty bad—about three-quarters of a mile, in fact, though in places I could see for as much as a mile. That was why the arc lamps were so useful to show up the beginning and end of the course. The condition of the sand was very bad, certainly worse than when I went last time and I am told worse even than when Campbell made his record run. There was water on the sand for considerable stretches."

"The car behaved exactly the same each run, north and south, but on the first run water coming from a pipe near the engine began to spray over my windshield and I had to look out round the edge of the screen, which was not a very pleasant performance."

"At the end of the first run—during which, by the way, the car handled extremely well—the mechanics changed all four wheels as a precaution and put in more water and more fuel in six minutes fourteen seconds, the trouble with the water pipe being cured at the same time. The wind during both runs was something in the nature of 20-25 m.p.h., and blowing dead on the side of the car all the time."

"One interesting joint was that the cockpit during the whole run was free from fumes and quite cool—a big point, since engine fumes have a very bad effect on the driver, and it would be quite easy for the temperature to become unbearable if the design of the 'Golden Arrow' had not been right."

Maximum Not Reached.

In answer to another question, Segrave said: "That car never reached its maximum owing to the conditions, and given anything like good weather and smoother sand, I think—though it is extremely difficult to say—that some four or five miles per hour could be added to the present average. But I shan't go again unless the record is beaten by the White Triplex very shortly. My plans are to leave in two days' time to attempt the boat record, and then to sail for England on April 6th."

Talking of the difficulties of the record, Segrave said: "The worst time was at the end of the second run when, just before the car crossed the line, it struck a bad gully and the wrench damaged one of the radiators, fortunately without slowing the car. The damage is being repaired at the present moment, and the car, inspected after the run, was in perfect condition and quite fit to attack records again. Probably the damage to the radiator was caused by the car sluicing sideways and twisting the whole radiator unit."

"By the way, during both runs it was quite impossible to hear a sound from the exhaust pipes, although they are in front of the car, because of the roar of the wind past my ears."

Asked about the White Special, Segrave said: "The car is to go out to-morrow, but the weather at the moment is getting steadily worse and there is a good deal of rain. The car should be driven either by Bob McDonough, whom you know well enough, or by Lee Bible, who is what they call here an 'outlaw' driver, or by Deacon Litz, who drove a Miller at Indianapolis. Durray is not driving, and the car has had a certain amount of mechanical trouble, though that will probably be got right. The people over here gave my car a wonderful reception, and I have had every possible assistance in every way."

The Actual Times.

The actual times are interesting. The first run over the kilometre gave an average of 375 k.p.h., and over the mile, 231.511 m.p.h., slightly faster, that is, over the kilometre than the mile, the average being just over 233 m.p.h. On the second run the speed was slightly lower, the average over the kilometre being 368.989 k.p.h., and the average over the mile 231.213 m.p.h., so that the record now stands for the mile at 231.362 m.p.h., and for the kilometre at 372.478 k.p.h., and actually the highest speed is for the kilometre by a minute fraction. It will be noticed that there is not a great deal of difference between the two runs, which shows that the wind was not helping the car one way or the other, but, being a side wind, was impeding it in both directions.

Tyres Stout Work.

The tyres were in extraordinarily good condition, but were changed as a matter of precaution.

Quite apart from the magnificence of a record which puts the speed up some 24 m.p.h. when it is already exceedingly high, one of the best features of the whole attempt is that it was essentially a sporting effort. An immense debt of gratitude is owed to the man who provided the funds which alone made the attack possible, and who, following the best traditions of sportmanship, prefers to remain in the background, anonymous and who also made it possible for the whole thing to be accomplished without appearing for money either as a bonus or otherwise from such suppliers of material as were willing to contribute.

There may be certain technical lessons arising from the record, but if there are they are entirely overshadowed by the sporting side of the affair and by the undoubted and immense gain in prestige for this country's drivers and for this country generally. Segrave's achievement will go down in history, and really can only be judged when an accurate historical perspective has been established; but it certainly ranks in effect with the successes of other great adventurers whose names are household words to-day.—The Autocar.

RESEARCH COST HIGH.

The U.S. Bureau of Public Roads, the various state highway departments and agricultural colleges and experiment stations spent a total of nearly \$1,000,000 for the study of highway conditions and other research work during 1928.

MANY AIR PILOTS.

There were 4,690 licensed air pilots in the United States on the first of the year, 34 of whom were women. California leads all other states in the number of licensed pilots.

SEEKS FREE DUTY.

The American Automobile Association is seeking an amendment to the Tariff Act under which change American motorists, buying cars in foreign countries, would be allowed to bring them into the United States free of duty.

COSTLY ROADS.

The cost of constructing all the highways in the world during 1928 cost more than \$2,660,000,000. Of this amount, \$1,360,025,776 was spent in the United States.

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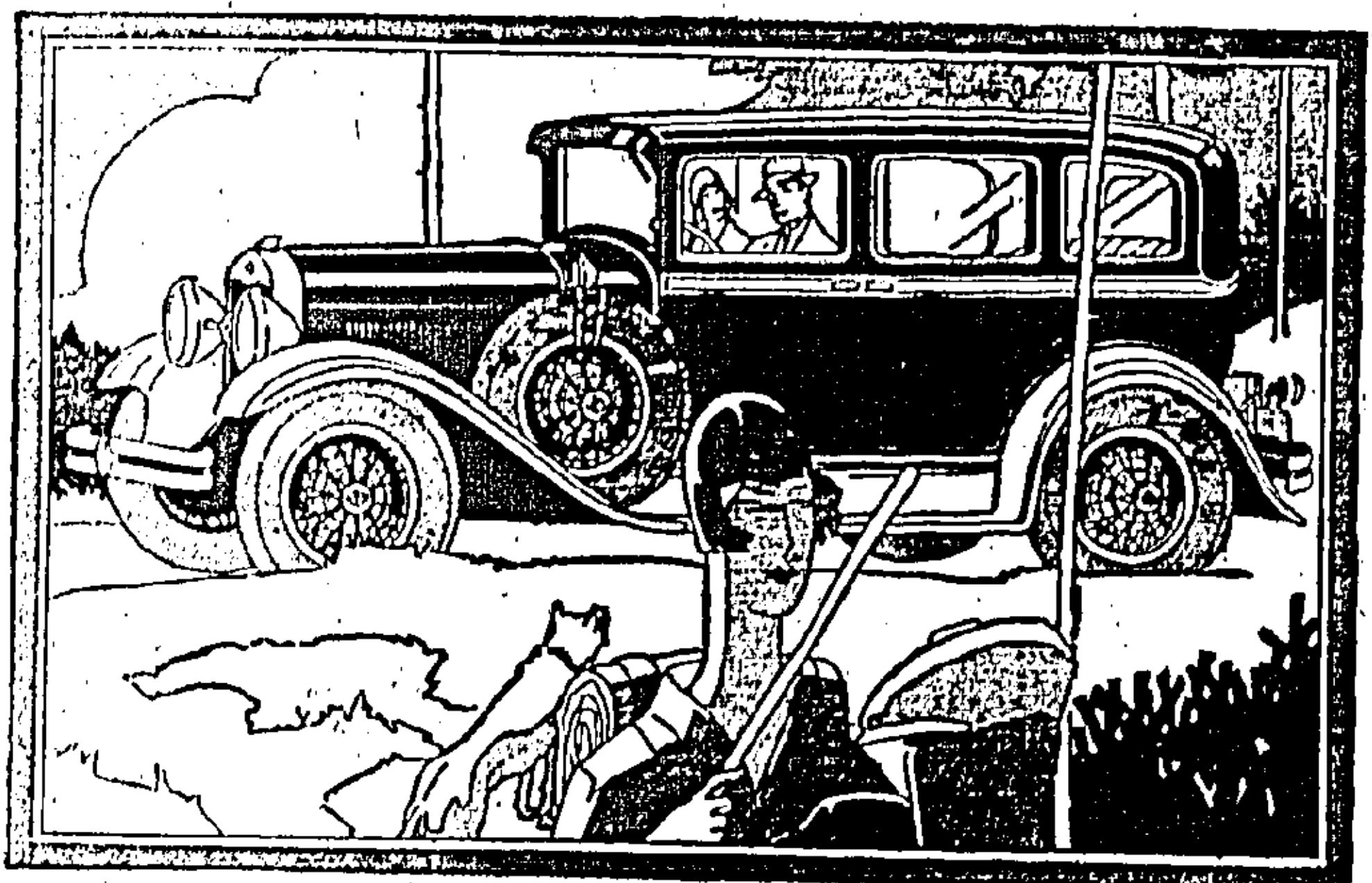
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LAST YEAR motorists invested more than £7,000,000 in new Erskine Sixes! Thus the world enthusiastically approves this Studebaker car which won the championship of its low priced class by racing 1,000 miles in 984 minutes. This steadily growing popularity is proof of the desirability of a high quality six at moderate cost, built to Studebaker's quality standards. A family car with the roomy, hydraulically cushioned comfort of expensive automobiles. Studebaker's engineering genius gave the thrill and satisfaction of championship performance to this Erskine, noted for its economy of petrol and lubricant. Come see the beauty of this new Erskine Six—and see the Studebaker-built champion car you will want to own.

A stock model
Erskine Six Royal Sedan,
as illustrated above... recently defeated a field of
120 American and Continental cars in a difficult
1103-kilometer run between Warsaw and Lodz,
Poland. This competition was supervised by the
Automobile Club of Lodz.

Studebaker's Four Lines
[Studebaker builds four great lines of cars—The President Eight (30,000 miles in 24,324 minutes); The Commander Eight; The Director (5000 miles in 4511 minutes); The Erskine (1000 miles in 984 minutes). Each is backed by Studebaker's 24-month guarantee.]

(Prices range from H.K. \$2,320 to H.K. \$6,140)

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World Motor War Stake.

FORD V. CHEVROLET.

London, Mar. 25.
The departure of Mr. Henry Ford from America to Europe is believed to be the prelude to a stupendous fight, involving £1,000,000,000, for the world's motor car markets.

Ford, although he is 65 years of age, will fight almost single-handed, his chief opponent being Mr. Alfred Sloan, aged 53, president of General Motors, Ltd., an \$800,000,000 company which recently bought the Opel works in Germany.

Eighty millionaires will support Sloan. Ford's reply will be the erection of a huge assembly plant in Germany. His new company in France gives him a strong position on the Continent, while his Dagenham works in England are expected to produce 200,000 cars a year.

General Motors operates in 107 countries, with assembly plants in Europe, Asia, Africa, South America, Australia, New Zealand, and an expert personnel of 20,000, scattered all over the world. Its foreign directors recently travelled collectively 600,000 miles to confer in New York.

Americans are watching the rivalry with the keenest enthusiasm, assured that the United States will reap the advantage in the competition for the world's motor trade.

It is monarchy versus democracy, for Ford and General Motors are essentially different in organisation.

FIVE COURTS, TEN JUDGES & A WHEEL.

By Charles Greenwood (Solicitor: Honours).

On a day in June, 1922, a runaway wheel from a motor lorry crashed into a van in Camberwell New Road, and started a train of litigation which extended through five different courts and engaged the attention of ten judges, to say nothing of a multitude of counsel and solicitors.

The facts of the case were as simple as the law was complicated. The lorry belonged to a laundry company who, two days before the accident happened, had received it back from an eminent firm of motor engineers, by whom it had been completely overhauled at a cost of nearly £200. The work done included the replacement of one axle and the repair of the other, and no restriction as to the nature of the repairs had been placed on the motor engineers concerned. In spite of this lavish expenditure of money the repaired axle gave way in Camberwell New Road whilst the vehicle was being driven in a normal manner, and the released wheel collided with and damaged a van standing on

the same highway.

Unintentional Infringement.

The owner of the van then sued the owner of the lorry in Lambeth County Court for the amount of the damages and succeeded in establishing his claim, the county court judge holding that although the laundry company had not been negligent in any way, yet, by sending out a lorry with a defective axle, they were breaking a Statutory Regulation, and were accordingly liable in damages for all the consequences of this disobedience—even though it was unintentional.

The regulation in question provided that "the motorcar and all the fittings thereof shall be in such a condition as not to cause or be likely to cause danger to any person on the motorcar or on any highway."

If the decision had been allowed to stand it would have meant that however careful a motorist might be, whatever precautions he took to keep his car in repair, he

would be liable in damages if an accident occurred by reason of some hidden defect in the car—an unforeseen tyre burst, the sudden snapping of the steering gear, or the like.

The Appeal.

The consequences of the decision were so wide and sweeping that the laundry company decided to appeal, and the case eventually came on for hearing before Mr. Justice McCardie and Mr. Justice Baillhache. After a lengthy trial Mr. Justice McCardie delivered one of those learned and comprehensive judgments for which he is so famous, and with the concurrence of Mr. Justice Baillhache the decision of the county court judge was reversed.

In his lengthy judgment Mr. Justice McCardie, after stating that the appeal raised several legal questions of practical importance, said that it was perfectly clear that the owners of the lorry had not been negligent in any way, and that the real question to be decided was whether they were liable in damages merely because they had infringed one of the Motor Car Regulations.

The learned judge pointed out that the Motor Car Acts and the Regulations contained no provision for the payment of compensation to anyone who might be injured because the Regulations were broken. He agreed that Mr. Justice Darling in another case had found that there was liability for accident caused by the defective steering gear of a defendant's motor-car, even though the defendant did not know and could not reasonably have discovered that there was anything wrong, but went on to say that he was unable to agree with the view which Mr. Justice Darling took, and eventually held that as there was no negligence of any description on the part of the laundry company they were not liable in damages to the owner of the van. He accordingly allowed the appeal with costs.

The Judgment Confirmed.

The owner of the van, however, refused to acknowledge defeat and promptly took the case to the Court of Appeal, where it was heard by Lord Justice Bankes, Lord Justice Atkin, and Lord Justice Younger. Unfortunately for the owner of the van all three of these learned Lord Justices agreed with the conclusion of Mr. Justice McCardie and refused to upset the decision of the lower court.

If motorists generally had realised the importance of that decision we think they would have heaved a general sigh of relief,

because if Mr. Justice McCardie had been wrong the effect would be that every motorist would be held to guarantee to the public at large that his car was in such a mechanically perfect condition that no accident could happen by reason of any sort of defect, whether visible or hidden.

The result is that accident liability still depends in general upon negligence. If a motorist is careful he will not be liable for an accident, even if it arises from a defect in his car. If he is careless, and his carelessness is responsible for the accident, then he will be liable. This is a plain, straightforward and commonsense rule which everyone can appreciate.

Although the laundry company were ultimately successful they found, as so many other people have found, that obtaining judgment and obtaining any monies ordered to be paid under that judgment were two very different things.

Finding the Money.

The assets of the owner of the van appear to have been negligible, and the laundry company thereupon turned to the eminent firm of engineers who had repaired their lorry and endeavoured to hold them liable for the expense to which they had been put as a consequence of the accident, which they alleged was really due to the carelessness of the engineers who repaired the axle which gave way.

Mr. Justice McCardie and a jury seemed to have had little difficulty in deciding that the firm of engineers were liable, but the Court of Appeal was again resorted to and held that there was no evidence of negligence on the part of the engineers, who should accordingly not be held liable.

This decision of the Court of Appeal was, however, of a semi-technical nature, and of little consequence compared with their decision on the main question as to the liability of the laundry company.

And so the story as unfolded by the law reports comes to an end, and a runaway wheel assisted by judges, by counsel, and by solicitors, has re-affirmed a general principle of first-class importance to all motorists—to wit: no negligence no liability.

DECARBONISER.

Aid to Owners.

CHRYSLER IDEA.

Hailed as a boon to motorists who have long considered a nuisance the periodic removal of engine cylinder heads for mechanical scraping of carbon deposits is the newest engineering development of Chrysler—the "Decarbonizer." Having developed both the method and a useful fluid, known as "carbosolve," for the purpose of freeing engines from the accumulation of excessive carbon, it is being announced through Chrysler dealers everywhere as available for application to all Chrysler cars.

"Thanks to the careful scientific design of Chrysler engines," said George J. Weber, vice-president of the Harrison Company, San Francisco, in connection with the announcement, "particularly with respect to the manifold, shape of combustion chambers, location of valves, piston ring structure and other factors which contribute to the most efficient transformation of gasoline into power, Chrysler owners have always experienced a remarkable degree of freedom from carbon formation and its attendant annoyances."

"However, one of the basic beliefs of the Chrysler engineering staff is that no automotive nuisance is 'unavoidable,' no difficulty insurmountable. Doubtless this attitude of mind has assisted our engineers in arriving at this practical solution of the carbon problem, one which his baffled chemists and automotive engineers for many years, and in making its benefits easily available to Chrysler owners."

"The ingenious 'decarbonizer' equipment includes a fixture (located on the body dash under the hood on the right side) which holds a small standard screw-top container in which are six ounces of the 'carbosolve' fluid. The design permits easy replacement of empty containers without handling of the fluid."

"The fixture is connected to the inlet manifold, and is controlled by a plunger on the back of the body dash under the cowl. When the plunger is pulled, with the engine running at a fair speed and a normal driving temperature, 'carbosolve' is drawn into the engine, thoroughly saturating the combustion chambers, and the engine is stopped."

"This chemical process minimizes the customary mechanical operation of removing the cylinder head and cleaning out the combustion chamber."

"The 'decarbonizer' unit is standard equipment on the Chrysler Imperial, and is available, through Chrysler dealers, for installation on all Chrysler cars in the field, whether they are powered by the 'Silver Dome' or 'Red-Head' engine."

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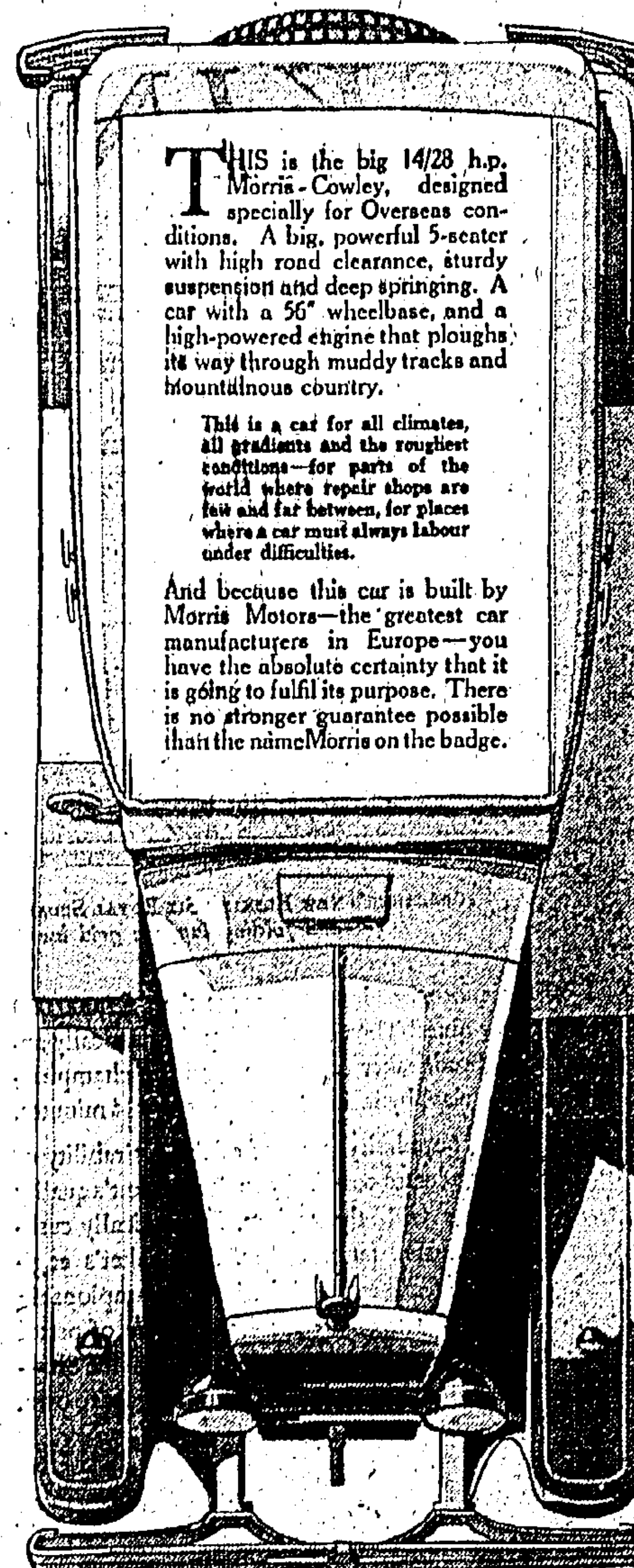
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This is a car for all climates, all gradients and the roughest conditions—for parts of the world where repair shops are few and far between, for places where a car must always labour under difficulties.

And because this car is built by Morris Motors—the greatest car manufacturers in Europe—you have the absolute certainty that it is going to fulfil its purpose. There is no stronger guarantee possible than the name Morris on the badge.

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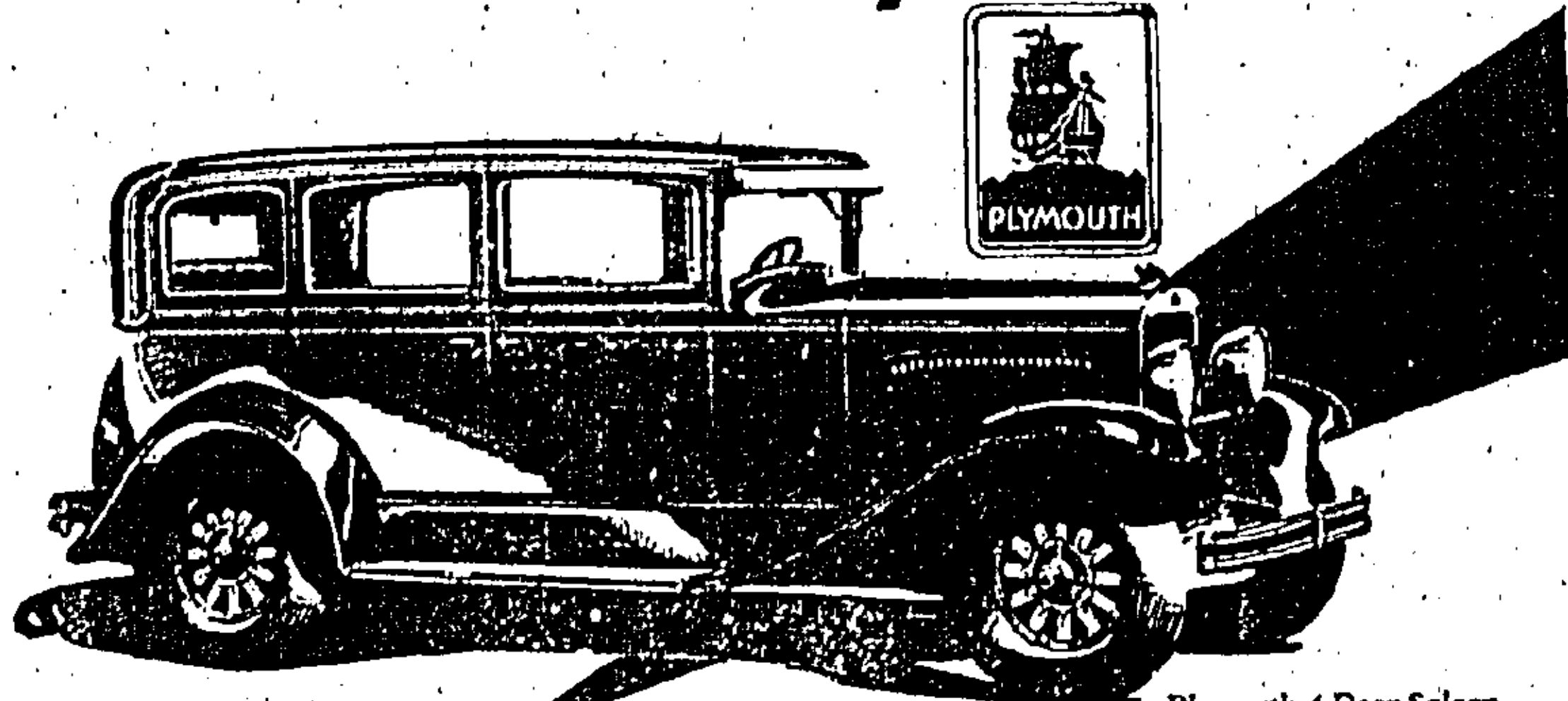
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**CHANGTEH RELIEF
HAMPERED.****NAVAL TUG MAY BE
DELAYED.****THREE SMALL TRANSPORTS
BLOWN UP BY MINES.****WUHAN PREDICAMENT**

The chances of early relief for the foreign residents at Chanvich are reduced owing to a fall in the level of Tung Ting Lake which took place yesterday, says a naval wireless message. This will probably result in delay to the shallow draught tug manned by men from H.M.S. Wilkeson which has left in an endeavour to reach Changteh.

Other naval wireless messages state that a renewal of the British boycott at Wanchien is reported.

A Chinese gunboat was reported to be in action five miles below Shasi on Friday.

Attack on Shasi.

Shanghai, Apr. 19. The Nanking naval forces now assailing Shasi, which are only five miles from the city, claim the capture of Machiatui, near Shasi, which forms the Wuhan troops' last line of defence in Shasi.

It is reported that the two Wuhan leaders, General Hu Tsung-tao and Tan Chan, are still remaining in Shasi directing operations. They have demanded that the Chinese bankers and the Chamber of Commerce at Shasi pay \$400,000, presumably for the support of war operations, and it appears that they insist that their demands be complied with.

The fact that General Liu Hsiang had joined in the war has caused a further blow to the Wuhan remnants. They decided, when they first took Shasi, to engage in a final struggle with the Nanking forces, and in the event of their being defeated, to retreat down the Kweichow-Szechuen border back to Kwangsi. Now that Liu Hsiang's forces are coming from Szechuen the route to Kwangsi may be blocked.

Steamers Blown Up.

Six aeroplanes have been commissioned to leave Hankow for Shasi to assist the Nanking Navy and it is understood that on the Upper Yangtze near Shasi the Navy has mined the river.

It is said that yesterday three Chinese small steamers commanded by the Wuhan leaders and full of Wuhan troops were destroyed on coming in contact with the mines and many were drowned.

The Nanking forces expect to capture Shasi in two or three days.

Much Gun Firing.

Shanghai, Apr. 19. Fighting has been going on on both banks of the Yangtze between Shasi and Ichang between 15,000 former Wuhan troops, who are being attacked from the East by National forces and from the West by Szechuanese for the Nationalists. Gun firing went on all night long around Ichang. Japanese women and children sought refuge aboard a Japanese gunboat.—*Reuter*.

Troops Disarmed.

Shanghai, Apr. 19. A communique from the front says that a considerable number of Tao Chun's troops have been disarmed by Government forces who have seized over 10,000 rifles in the region between Kingchow and Shasi. The remainder of the rebels are fleeing in confusion.

A message from Nanking says that sixteen aeroplanes are being despatched from Nanking to the front to assist in the extermination of the Wuhan insurgents.

A further message from Nanking to the Kuo Min says that Hsueh Tui-pi, the Minister of Health, who is going abroad shortly to study health conditions, left last evening for Hwasan, Shensi, to confer with Feng Yu-hsiang concerning the general situation. He will later proceed to Hankow to see Marshal Chiang Kai-shek before departing for America.—*Reuter*.

Peace Negotiations.

Shanghai, Apr. 19. It appears that all fighting is suspended for the present. The position at present is that Hu Tsung-tao and Tao Chun are occupying a stretch of country between Shasi and Ichang, where it is stated they are digging in and erecting defences. Their rear is protected by the Hupehite, Liu Hsiang, who holds Ichang, effectually preventing a further advance by Liu Hsiang. The latter would require additional forces to capture Ichang, but dare not draw further troops from Chungking owing to the threat of occupation by Yang Sen and Lu Chieh-chow. Meanwhile negotiations are going on between Hupeh and Nanking representatives and it is hoped a peaceful

**THE REPARATIONS
BREACH.****IMPROVEMENT IN POSITION
YESTERDAY.****GERMANS ANXIOUS.**

Paris, Apr. 19. The breach at the Reparations Conference may yet be healed, the signs to-day rather suggesting that there has been an improvement in the position.

It is notable that Dr. Schacht has had a series of private conversations with the heads of the different delegations, and it is believed that he had indicated that the last word has not been said.

In the course of a brief interview, he said: "We have delivered our ultimatum. We are as anxious as anyone for the conference to succeed."

There will be a plenary meeting on Monday and while optimism is not yet justified, yesterday's extreme pessimism has been lessened.

"A fairly long time will be required to dissipate the dark clouds which obscure the relations between the Allied Governments and the Reich as a result of Dr. Schacht's maladroitness," says the *Petit Parisien*, commenting on the reparations deadlock.

The *Centre* thinks a settlement of the whole question of general liquidation of the war is receding more and more.

The *Petit Journal*, however, believes the Germans have not said their last word.—*Reuter*.

INDUSTRIES FAIR.**DUTCH EVENT A BIG
SUCCESS.**

The 20th Dutch Industries Fair was held at Utrecht from February 19th to 28th. The number of participants amounted to 1,151, while the number of visitors may be estimated at about 75,000.

The results of the Fair were quite satisfactory; in particular, English and American business was much interested. On the other hand a decided reserve was shown on the part of German businessmen was noticeable.

The group "Building materials" and "Roadmaking" was well represented. The sections "Furniture" and "Glass and Earthenware" showed remarkable progress.

The Colonial Section was this time entirely devoted to tea-cultivation.

The number of participants was as follows:—Holland 728, Africa 1, United States of America 46, Belgium 30, Denmark 1, Germany 147, England and Scotland 47, France 42, Italy 6, Japan 2, Norway 1, Austria 31, Portugal 1, Czechoslovakia 3, Sweden 1, Switzerland 5; total, 1,151.

EXCHANGE RATES.

	London, Apr. 19.
Paris	124.25
Geneva	25.215
Berlin	20.48
Oslo	18.20
Helsingfors	193
Athens	375
Buenos Aires	47.5/16
Hongkong	1/11 1/4
New York	4.85 9/32
Amsterdam	12.08
Stockholm	34.47
Vienne	34.57
Madrid	32.895
Bucharest	820
Bombay	1/5.29/32
Yokohama	1/9.15/16
Brussels	34.95
Milan	92.70
Copenhagen	18.21
Prague	104
Lisbon	108 1/4
Rio	5.57/64
Shanghai	2/0
Silver (spot and forward)	20.13/16

—British Wireless.

settlement can be arranged.—*Reuter*.

Position at Hankow.

Hankow, Apr. 19. It is announced that Lu Tsi-ping's garrison headquarters are being shifted from Hankow to Wuchang, while a branch office only is being maintained at Hankow.

The question of the appointment of a chairman of the Provincial Government continues to cause considerable surprise, since a fortnight has elapsed since the occupation of Wuhan and nothing definite has yet been done. It is understood that the delegate, Shao Li-tse, is again visiting Feng Yu-hsiang at Hwasan, and is conferring on this matter.

Meanwhile, the Kuomintang continue to occupy Laohokow and Kwangshui.

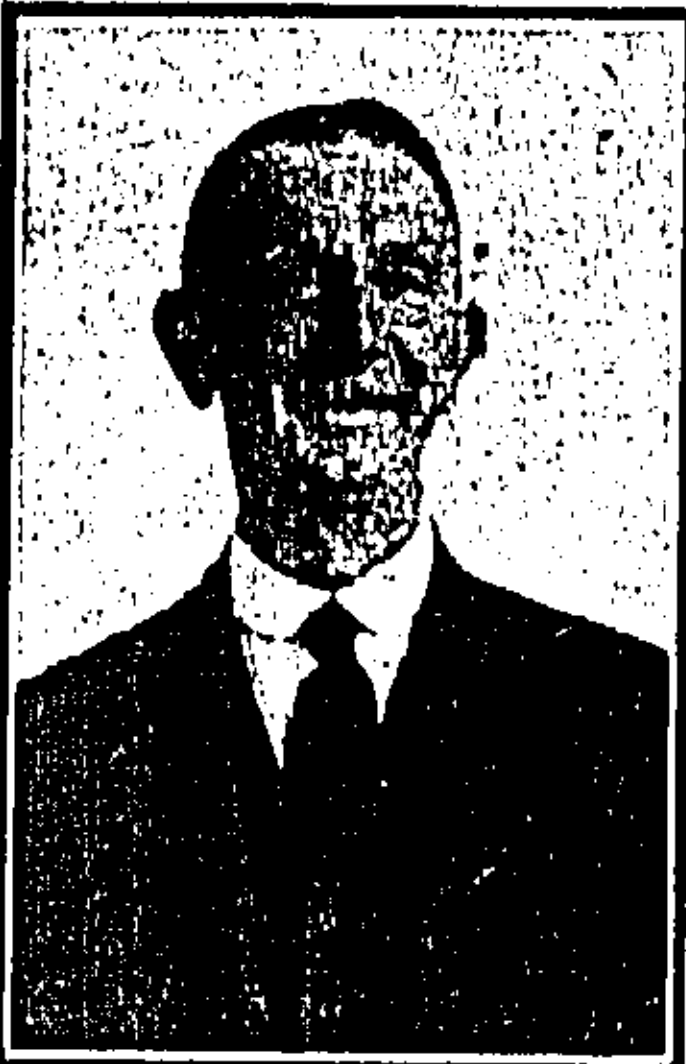
There is no further news from up river, and it is understood that hostilities are still suspended.

The Chinese navy has reached a point just below Shasi, and is standing by to assist the army. Should an extensive drive against the rebels become necessary.—*Reuter*.

**THE OCCUPATION
OF SHANTUNG.****IS FENG YU-HSIANG TO
BE TRICKED?****GROWING SUSPICION.**

Shanghai, Apr. 19. It is reported that Marshal Feng Yu-hsiang, whose eyes have been on Shantung as the result of a promise made to him at the end of the Nationalist-Fengtien War, is said to be growing increasingly angry at the attitude of Nanking.

Marshal Feng is said to have dispatched cables to General Ho Ying-ching, Chief-of-Staff to the Nationalist Army, seeking an explanation of the delay, and asking whether it is the intention of the Central Government to oppose

LEFT TO-DAY.

Mr. T. Grimshaw, who left for home to-day, after 39 years' residence in the Colony.

the entry of the Kuomintang troops into Shantung Province. He also asks if any other army in Nanking has been ordered to occupy. Feng ends by pledging his alliance to the Central Government.

Shantung Garrison.

Peking, Apr. 19. Five thousand troops belonging to Chen Tiao-yuan, which have been stationed at Lutai on the Peking-Mukden Railway, embarked in three Chinese steamers at Tangku on April 17 for a Southern destination, believed to be Shantung. It is reported that they will go to Hankow to replace some of Chiang Kai-shek's best troops who will garrison Shantung upon the departure of the Japanese.—*Reuter*.

"DRY MARTINI."**AMUSING FARCE FOR
QUEEN'S.**

"Dry Martini" an amusing story of "Gay Paree," will be screened at the Queen's Theatre on Tuesday and Wednesday, according to a special advertisement in this issue.

The story hinges about an American who has exiled himself in Paris for eight years and enjoyed himself to the limit. His daughter arrives and to his dismay her thought is to see Paris at its liveliest rather than to be fathered and guided.

This involves the principles in many difficulties, but all combine to make it a thoroughly enjoyable picture. Albert Gran is featured and Mary Astor heads the cast, which includes Matt Moore, Sally Eilers, Jocelyn Lee and Albert Conti.



"On your way, kid, you're blockin' up the bridge."

**THE BRITISH G.E.C.
DISPUTE.****CONTROVERSIAL SHARE
SCHEME DROPPED.****CHAIRMAN'S LETTER.**

London, Apr. 19. Sir Hugo Hirst has addressed a letter to the shareholders of the British General Electric Company, announcing that it has been decided to drop the financial scheme which aroused the ire of the American shareholders.

The controversy is, therefore, brought to an end, though Sir Hugo adds that he is sure that a way will be found by which the Company may reconcile the needs of national industry with the requirements of international obligations.

The proposed G.E.C. "British Shares" provided the cause of the most remarkable business dispute for many years.

It was proposed to issue new share capital for the G.E.C. which was to be in the form of shares only purchasable by British citizens and not transferable except to British citizens.

The announcement aroused a storm of protest in the United States where there are large holders of British G.E.C. shares, and it was even suggested that diplomatic measures might be taken.

Eventually a committee representative of the American shareholders was sent to London to discuss the matter.—*Reuter*.

GRAND OPERA.**OPENING AT STAR THEATRE
ON WEDNESDAY.**

Owing to unforeseen circumstances, Signor Carpi's Italian Grand Opera Company will open a brief season commencing Wednesday at the Star Theatre and not at the Theatre Royal as previously announced. The opening piece will be "Il Trovatore" and will be followed on consecutive nights and in the order named by, "Rigoletto," "La Tosca," "Traviata," "The Barber of Seville," "Madame Butterfly" and "Lucia di Lammermoor." There are seventy-five artists in all and the company includes twelve stars, a full orchestra, chorus and ballet.

One indication of the rather striking success of the Carpi Company at Shanghai is the high praise given it by Mr. O. M. Green, of the *North China Daily News*. Writing in that journal, this critic says in part:—"The visit of the Italian Opera Company sets one thinking once more on the extraordinary genius and career of Verdi, who, without disparagement of others before or since, is naturally the synonym for all Italian Opera. The praise at ready given them in individual notices of their productions is not a whit too high. Never in Shanghai have we heard so fine a band of principals, and never has Signor Carpi collected so good a chorus and orchestra. The high level of general excellence is amazing."

Seats for the entire season may be booked in advance at Moutrie's or the Star Theatre.

The Very Idea!

"Where's the car, dad?" asked the son of an absent-minded professor.

"Why, dear me," he said, "I really don't know. Did I take it out?"

"You certainly did. You drove it into the town."

"That's very remarkable," replied the professor. "I remember now that after I got out I turned round to thank the gentleman who had given me a lift, and wondered where he had gone!"

All nations have learned that we can utterly destroy each other if we do not mind perishing in the process.—*Prof. Gilbert Murray.*

Amusement may be, and often is, the real kill-joy.—*The Rev. E. Benson Perkins.*

People can learn nothing, from skating to plane-riding, till they are willing to make fools of themselves.—*Mrs. H. M. Swanwick.*

I am not quite certain that the newspapers ought not to be a happy combination between what the people want and what they think the people ought to have.—*The Speaker.* He who is committed to living is committed to living as well as he can.—*Professor J. L. Stocks.*

[According to a witness in a county court case "women are responsible for most motor accidents. Out goes a hand and you don't know if she is going to stop, turn right or left."]

O! woman, it is said your great offence

Is driving with a lack of common sense,

And that your sex is guilty, after all,

Of any accident that may befall.

When you extend and wave your dainty hand

We never know what we should understand.

You may be turning right or you may not;

You may be pulling up upon the spot.

Or even turning left—we never know.

A witness, sworn to truth, has told us so.

No man would make mistakes of such a kind

Unless he suddenly should change his mind.

Or find he's missed his turning—a mistake

That almost anyone, of course, might make.

Therefore, O woman, when your hand I see,

Not knowing what its message is for me,

It is a trifle rash of me to guess

And risk the chance of mutual distress.

It is far better to slow and wait

Than blind ahead and leave the rest to fate.

And might I ask a little restraint

from you

If I should miff a sign? I sometimes do!

...

The English master had been laboriously explaining to the form the difference between poetry and prose.

"Now Smith Minor," he said, "can you tell me the meaning of the word 'prose'?"

"Yes, sir," replied the boy

"Prose are gentlemen who play cricket and get paid for it."

...

To-day's Ghost Story.—"It was in November, 1912. I sat reading by the fire till the clock struck twelve. I then went into the hall, got a bed-room candlestick, and took it back to the dining-room, leaving the door open. As I was lighting the candle from a lamp which stood on the table I looked up. Standing in the doorway was a monk. He had a tanned head, a kindly face, brown eyes, a very powerful jaw. He was dressed in a tight-fitting tunic buttoned up to the throat.

"He looked at me with a gentle, half-humorous smile. I felt a strange sensation of fear for a moment, my hair seemed to stand on end, and I stood rooted to the spot. Then as he looked kindly at me I seemed to lose all fear, and advanced towards him. He melted away into the air. I searched the house, but could find no trace of anyone having entered. I may mention that a monastery once stood in the grounds of the house where I live."

...

"Is it a new practice to plead guilty by telephone?"

This question was asked by Mr. Campton, the magistrate at Marylebone, when he was told that an absent defendant had telephoned to the court and pleaded guilty to a summons for having no lights on his car.

"Supposing somebody rings up in his name?" he added. "How do you know it is the defendant? It would be a nice joke for anybody to play, wouldn't it?"

In the end the magistrate accepted the plea and fined the defendant.

...

Mr. Pat Wheatley, the English tennis player, was married at All Souls, Langham-place, W. recently to Miss Louise Pierce, daughter of Mr. E. H. Pierce, of British Columbia.

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OTHER MEN'S WIVES

By Walter Hackett.

To-morrow
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"The Best People"

From The Lyric Theatre, London.

Monday
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22nd

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NATHAN ROAD, KOWLOON.

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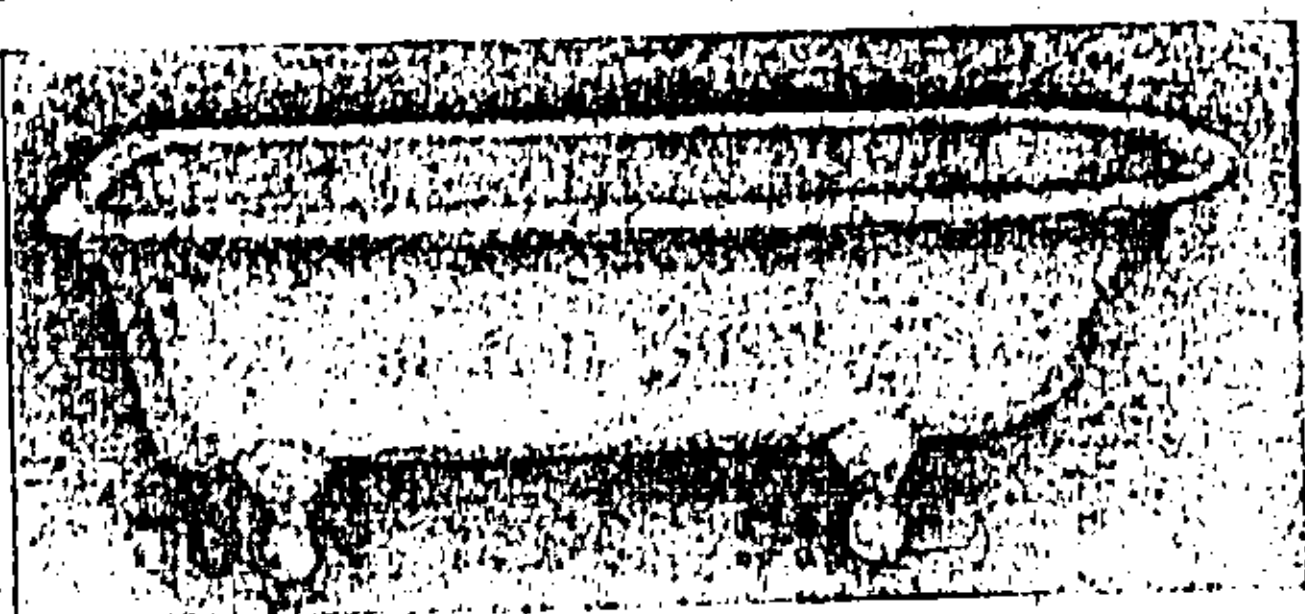
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Thurs.	"RIGOLETTO"
April 25	"LA TOSCA"
Friday	"LA TOSCA"
Satur.	"LA TRAVIATA"
April 27	"LA TRAVIATA"
Sunday	"BARBIERE de SIVIGLIA"
April 28	"BARBIERE de SIVIGLIA"

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THE WORLD OF SPORT

FANLING RACES.

CHAMPION STEEPLECHASE MEETING.

Racegoers are advised not to miss the meeting of the Fanling Hunt which is to take place at the Kwanti racecourse to-morrow when a first-class programme has been compiled, which will include all the best ponies in training.

There are five events on the card of which the Fanling Steeplechase Champions is the main event. "Ringtail's" selections are:—

1st Race.

- Two Clubs.
- Solitaire.
- Fire Call.

2nd Race.

- Caviar.
- Turget.
- Movannah.

3rd Race.

- My Lady.
- Duke of Neiblung.
- James Pigg.

4th Race.

- Age of Spades.
- Blotting Paper.
- Bronze Idol.

5th Race.

- Sunning.
- Fire Call.
- May.

INTERPORT ROWING.

CANTON CAPTAIN UNABLE TO TAKE PART.

Canton, Apr. 19. Bad luck seems to be pursuing the crews of the Canton Rowing Club. On the very eve of their Regatta with the Royal Hongkong Yacht Club, O. Friesner, Captain of Rowing, and the finest oar in Canton, has been down with a severe attack of malaria. Having been in bed for three days, the doctor has forbidden him to row in the Regatta, though he has decided to accompany the crews to Hongkong and to take charge of the boats.

O. Friesner was to have been at bow in the Senior Four; unfortunately, it is now impossible to replace him, and it will be necessary for one of the crew of the Junior Four to row in his place as well as in the Junior Four.

R. Klewitz who is now in the Junior Four will probably be selected to row in both events. M. Habicht would probably be more suitable, but as he is stroke in the Junior Four it is feared he might not settle down immediately to rowing bow in the Senior Four without any bow side training.—Our Own Correspondent.

THE R.A. SPORTS.

31ST BATTERY GAINS THE MOST POINTS.

The Royal Artillery athletic meeting came to a successful conclusion yesterday afternoon at Sookunpo, and showed the overwhelming superiority of the 31st Battery, which gained 112 points, more than the combined points of the other two Batteries, the 12th and the 20th.

Before Mrs. Christian presented the prizes Lieut.-Colonel W. F. Christian, D.S.O., R.A., warmly congratulated the 31st Battery, and pointed out the manner in which strict training had resulted in the victory.

The following were the results: 100 Yards Flat Race: 1, Gunner Gill (31 Battery); 2, L/B Davy (31). Putting the Weight: 1, Gunner Cotton (31); 2, Gunner Bacon (20). High Jump: 1, L/B Bellamy (20) 5'6"; 2, L/B Lamb (31).

One Mile: 1, L/B Davy (31); 2, Gunner Barton (12). Throwing the Discus: 1, B. Nellis (12); 2, Gunner Cotton (31). Long Jump: 1, Lieut. Christian (31); 2, B. S. M. Leach (31). 120 Yards Hurdles: 1, Lieut. Christian (31); 2, B. S. M. Leach (31). Boat Race: 1, L/B Greenaway (31).

Three-Legged Race: 1, Gunners Gill and McWilliam (31); 2, Gunners Leadbeater and Piggett (12). Tug of War: 20th Battery. Throwing the Hammer: 1, Gunner Cotton (31); 2, Gunner Forrester (20). Quarter Mile: 1, Pto. King (K.O. S.B.); 2, Pto. Balm (K.O.S.B.). Polo Jump: 1, Bombardier Williams (31).

One and Half Mile Relay Race: 1, 31st Battery. (Open to Royal Navy, Garrison Units, H.K.V.D.C., R.A.F., and H.K. Police), Bombardier Fraser (20). Officers and other Ranks Relay Race: 31st Battery.

Boat Race: Gunner Lawrence (12). Consolation Race: Gunner Lawrence (12).

YING WAH ATHLETICS.

YESTERDAY'S SUCCESSFUL SPORTS MEETING.

The Ying Wa College athletic sports were held at Carroll Hill yesterday afternoon.

Calling on Mrs. Ko Sik-wai, wife of a secretary of the Chinese Y.M.C.A. and physical director of Ying Wa College, to distribute the prizes at the conclusion, the Rev. Cheung Chuk-ling, pastor of the Church of Christ in China, in his capacity as President of the meeting and representative of the Church body managing the institution, mentioned that it was the first sports day held by the College since its removal from Hongkong to Kowloon and that Ying Wa to-day, through the able administration of its principal, Mr. Richard Shim, B.A., and his assistants, had an enrolment never exceeded at any time in the previous record of the College.

Mr. Shim took the opportunity to thank the South China Athletic Association for the use of the ground and the many friends, especially the Sun Company, for the donation of valuable prizes. The large challenge cup for inter-class competition was the gift of the Sun Company.

The Prize Winners.

The events and winners were as follows: Long Jump, Senior, 1, Ng Wa-yau; 2, Leung Chin-man; 3, Leung Hon-nang. Long Jump, Junior, 1, Joseph Mark; 2, Joseph Soo; 3, Li Man-po.

100 Metres, Senior, 1, Leung Chin-man; 2, Leung Hon-sang; 3, Ng Wa-yau. 100 Metres, Junior, 1, Joseph Mark; 2, Chung Fook-tin; 3, Lee King-ah.

100 Metres, Small Boys, 1, Wong Kam-ying; 2, Yue Shiu-lun; 3, Leung Hui. High Jump, Senior, 1, Ng Wa-yau; 2, Tang Yuan Chow; 3, San Kwok-chung.

High Jump, Junior, 1, Wong Tak-mong; 2, Joseph Mark; 3, Chan Kiu-wo. 200 Metres, Senior, 1, Siu Pui-wai; 2, Leung Chin-man; 3, Leung Hon-sang.

200 Metres, Junior, 1, Joseph Mark; 2, Cheung Pak-tin; 3, Cheung King-wa. 200 Metres, Small Boys, 1, Yue Shiu-lun; 2, Wong Kam-ying; 3, Chan Cham-huen.

Three Legged Race, 1, Ho Wai-him and Lam Kam-kong; 2, Lai Tak-chin and Choy Koon-hin; and 3, Fung Chi-lai and Chan Yin-cheung. Sack Race, 1, Leung Chin-man; 2, Ko Yau-kwong; and 3, Fung Chi-lai.

800 Metres, 1, Lo Hui-hei; 2, Kam-sing; 3, Leung Cheong-tat. Mathematical Race, Senior, 1, Chan Sau-tak; 2, Lam Kam-kong; 3, Ip Tai-hing.

Mathematical Race, Junior, 1, Yue Ku-yung; 2, Wong Sui-po; 3, Ip Pak-sing. 1500 Metres, 1, Pang Kwok-kam; 2, Li Kam-sang; 3, Lai Tak-ching.

Ladies Nomination Race, 1, Ng Wai-yau; 2, Yeung Kwok-on; 3, Yuen Wing-yue. Shot Put, Senior, 1, Koo Sing-hong; 2, Cheng Koon-hin; 3, Ng Wa-yau; 4, Ma Hung-kwong.

Shot Put, Junior, 1, Wong Tak-mong; 2, Li Man-po; 3, Chung King-wa. Consolation Race, 1, Ng Hok-hong; 2, Yue Hin-tung; 3, Ngan Chin-ki.

200 Metres, Old Boys, 1, Chau Kung-chiu; 2, Yeung Kan-chaw; 3, Ip Koon-ning. Tug of War, Class 1 and Class 6a. Inter-class Team Race, Class 2, and Class 6.

Teachers' Race, Handicap, 1, Mr. Tsau; 2, Mr. P. E. Ho; 3, Mr. Lo. Hurdles, Senior, 1, Leung Chin-man; 2, Leung Hon-sang; 3, Yuen Wing-lu.

Hurdles, Junior, 1, Cheung King-wa; 2, Li Man-po; 3, Li Ip. Junior Champion, Joseph Mark; Senior Champion, Leung Chin-man.

The following contributed to the prizes: Mr. Chan Lim-pak, Mr. Leung Han-kwan, Mr. Kan Hui-ko, Mr. Kan Kam-shick, Mr. Ho Koon-tan, Rev. Cheung Chuk-ling, Mrs. A. Hughes, Dr. Ay Sze-chun, Mr. Ng Mon-hin, Mr. Szeto Wai, Mr. Fung Yu-cheung, Mr. Ng Sze-chun, Mr. Lau Tak-kwong, Mrs. R. Shim, the Sun Company, Nanyang Brothers, Man Chung Tobacco Co., Commercial Press, Hop Koo, Wing On Co., Sincere Co., Chosen Co., Lai Wah Co., Yuen Tak Co., Liang Yau, and China Sports Co.

LOCAL HOCKEY.

TEAMS FOR MATCHES NEXT WEEK.

The following will represent the Hongkong Hockey Club first team in their match with the Somerset on the U.S.R.C. ground at 5.15 p.m. on Wednesday:—W. Borrowsman, W. Woodward, J. Rodger, A.A. Dand, E.J.R. Mitchell, A.R. Botelho, H.V. Parker, R.K. Valentine, R.W. Skipp, G.E.R. Divett and C.C. Francis.

The second team, to meet the Somerset Regiment seconds on the U.S.R.C. ground on Monday at 5.15 will consist of A.C. Howell, R.R. Todd, G.A.L. Plummer, A. Dale, L.A.R. Duncan, B.R. West, R.D. Beaumont, A.R. Botelho, G. Watters, A.A. Dand and T.J. Price.

THE CHESS CLUB.

PRESENTATION OF TOURAMENT PRIZES YESTERDAY.

The prizes won during the year in the two Championship tournaments promoted by the Kowloon Chess Club were distributed to the successful competitors by Mr. G. Franklin Nightingale (the President), last evening. There was a good gathering of members present.

The President commented upon the success of the past season's tournaments, and expressed pleasure at the increased number of entries for the Club Championship, this year's event attracting six competitors as against only three in 1928. In the Open Championship there were nine entries as compared with twelve last year.

The Colony's Championship was won by Mr. S. G. Hayes, who secured the title for the first time since the tournament was promoted by the Kowloon Chess Club.

During the four years that the S. G. M. Post Challenge Cup has been presented for competition, Mr. Hayes had been a prominent competitor and had been heartily congratulated on his success.

Mr. H. W. Randall wrested the President's Cup from Mr. Sequiera, last year's holder, and there was no doubt, continued the speaker, that he fully deserved his win. He was playing better than he had in former years, and he not only won the Club Championship but also finished second in the Colony's Championship. Mr. Randall was also congratulated on his success.

Continuing, the President said that there had been a slight change in the arrangements for the two tournaments this year. The Club Championship was held before the Open event, thus giving the members of the Kowloon Chess Club the advantage of having match practice before competing in the major tournament.

The President paid a tribute to the work of the secretary in organizing the tournaments.

The Prize Winners.

The prizes were then presented as follows: Open Championship.—Winner, S. G. Hayes; runner-up, H. W. Randall. Club Championship.—Winner, H. W. Randall; runner-up, C. M. Sequiera.

At the invitation of the President, Mr. C. A. Montalto de Jesus spoke of the game as played in the "good old days." He commented upon the keenness shown by the enthusiasts then, and recalled an interport match with Shanghai which was played by cable, the local Company sending the messages free of charge. He suggested that this interest in interport matches should be resuscitated.

A vote of thanks was proposed to the President for having presented the prizes and for his assistance to the Club since its inception.

Following the presentation a match was played between teams captained by Mr. S. G. Hayes (Colony's Champion) and Mr. H. W. Randall (Club Champion). The series resulted in a victory for the former's team by three points to two.

RICH GIRL AND BUTLER

DAUGHTER OF NAVAL OFFICER MISSING.

London, Mar. 22. A member of a well-known Surrey county family, Miss Christabel Lee, aged 18, has disappeared from her home, Kettlewell, Horsell, near Woking.

A man named William Thornton, who had been employed at the house as a butler, but left owing to ill-health about six months ago, is also missing.

Miss Lee's disappearance was discovered by her maid, who entered her bedroom with a morning cup of tea.

Car Still There.

Thinking her mistress might have gone for an early-morning run in her car, the maid went to the garage, but the car was still there.

Thornton, who is a married man, aged 33, formerly served in the police. He contracted consumption during the war.

His wife, who lives in the Ascot district, has appealed to him to return home. She received a letter from him on Wednesday, dated from Malda Vale, in which he hinted at tragedy.

The girl's father, Commander A. J. Lee, who is confined to bed as a result of the shock of his daughter's disappearance, also received a letter on Wednesday purporting to come from Thornton.

London Search.

In it the writer stated that if the men who were watching him were not withdrawn "you will be confronted with a worse tragedy, because we will end it all." The postmark on the letter was Central London, but it bore no address.

Scotland Yard has been asked to help and inquiries are being pursued in the Malda Vale and Kilburn districts.

RACE HORSES KILLED.

DISASTROUS STABLE FIRE IN AMERICA.

Harro de Graco, Maryland, Apr. 19. Sixteen well-known race horses were incinerated in a stable fire here. They include Shasta Kahn, El Canoe, Goulash, Hot Time and Inland.

—Reuters' American Service.

A CENSUS OF MILLIONAIRES.

GERMANY'S RICH MEN.

Berlin, Mar. 14. For the first time since the war a comprehensive view of Germany's millionaires has been issued by the financial department of the official statistical office. The time appears opportune, in view of the discussion in Paris of Germany's ability to pay her reparations debt.

The pessimists here are having it all their own way, presuming, as one may safely do, that these figures are correct. Taxes on capital are assessed very carefully, and rise automatically with the market value of land, the price of mortgages, or decontrol of rents. The German millionaire was, of course, a poor thing at the best of times, compared with the dollar millionaire, and that most envied of capitalists, the very rich man in England. He can achieve the proud title with a capital of £50,000. The taxation figures for this and large fortunes are extraordinary illuminating.

It is claimed officially that there are in Germany to-day 2,235 people with a capital of £50,000 and over (pre-war figure, 15,549). Of these there are thirty-three capitalists owning more than £500,000 (pre-war 229); 140 capitalists owning between £250,000 and £500,000; and 465 capitalists owning between £100,000 and £250,000.

Berlin possesses the largest percentage of millionaires, with 290 of these £50,000 and higher fortunes among its taxpayers. Hamburg follows with 112, Leipzig, a bad third with fifty-five. Frankfurt and Cologne each possesses forty-eight rich men respectively. Munich forty-two, Dresden thirty-nine, Düsseldorf thirty-five, Stuttgart twenty-six, Chemnitz and Bremen each twenty-one, Hanover nineteen, Essen thirteen, Breslau twelve, and Wiesbaden ten.

This rather odd distribution of wealth is brought about by the fact that the rich industrialists rarely live on the spot where their money has been made. The Ruhr industrialists like Düsseldorf, the Saxon manufacturer loves Dresden. The great shipping millionaires do not willingly leave the ports. But the largest fortunes of all are owned by the great Junker-landed proprietors, who form a large percentage of the thirty-three multi-millionaires.

The figures that best go to prove that Germany's private fortunes were lost during the depreciation of currency are those of the little man, the small tradesman who lost his working capital and was forced to start all over again. £750 is the average sum that the present-day tailor, butcher, baker, inn-keeper, and shoemaker has put into his business.



Signor Casarosa Baritoul, who is appearing with the Italian Grand Opera Company at the Star Theatre next week.

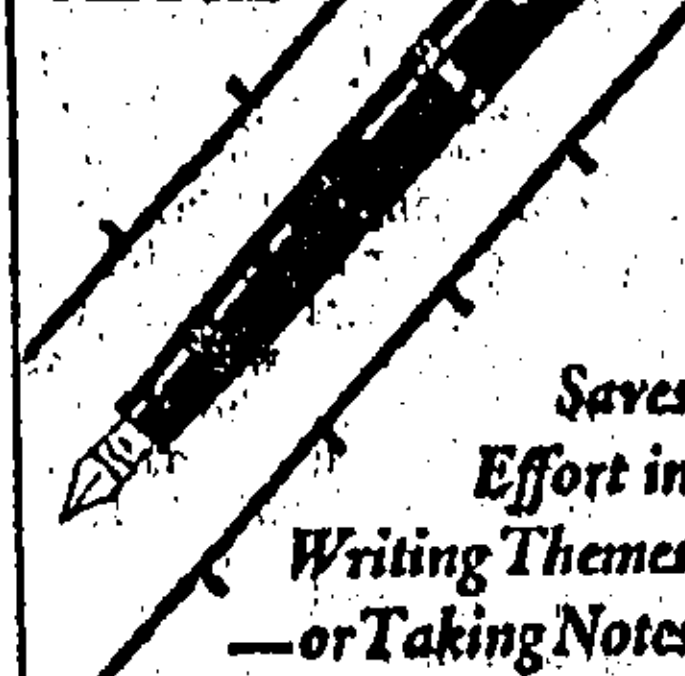


Signorina Bodin, dramatic soprano, one of the leading artists with Signor Carpi's Italian Grand Opera Company, appearing at the Star Theatre next week.

Royal Sovereign, the pleasure steamer running for several years between London and Ramsgate, has been purchased by the General Steam Navigation Company, Limited, for £5,500.

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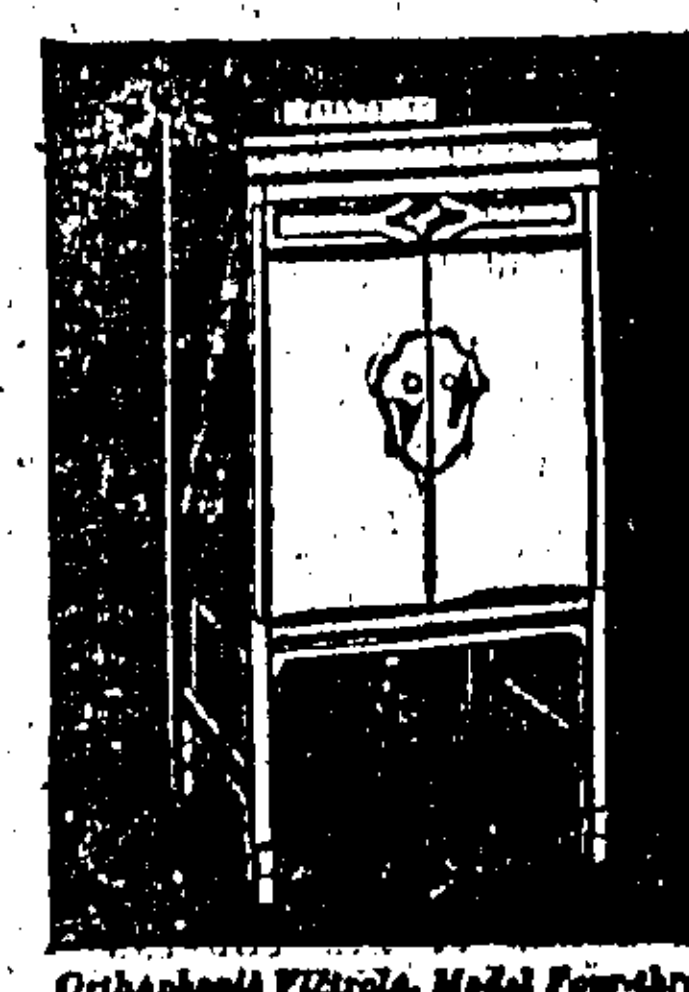
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S. AMERICAN LOANS.

NEGOTIATIONS WITH UNITED STATES.

New York, Apr. 19. Largely as a result of Mr. Hoover's goodwill tour, it is learned that various South American countries are seeking development loans, totalling \$318,000,000.—Reuters' American Service.

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**UNSCRUPULOUS
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**GRAVE CENSURES ON A
DISREPUTABLE FIRM.**

London, Mar. 21.
"It is a disreputable private company," undertaking contracts which there is no possibility of carrying out. It has obtained money from members of the public and others, which has gone into the pockets of the promoters."

This is one of many grave criticisms passed by Mr. John Fox, appointed by the Registrar of Friendly Societies to inquire into the affairs of the New Era Housing Society, Ltd.

This society, states the report, was promoted by a private company called the L.B.C. Trust, Ltd., whose officials "were responsible for the direction of the society's affairs."

Among the witnesses heard on oath were:

Mr. John Weir Russell, chairman of the Trust;

Mr. Charles Leese, general manager;

Mr. John Edward Cantlon, director;

Mr. John William Bell, director.

Lord Glaborough's name, says the report, was improperly used, without his consent, on the prospectus, and two other gentlemen were influenced to join the board by being told that Lord Glaborough had consented to act as chairman.

This, observes Mr. Fox, illustrates the unscrupulous methods of Leese and Cantlon, two of the promoters, and the carelessness of the others.

One member of the committee was asked to invest £200, sent the money and got a receipt.

Spent the Money.

Trust officials, Mr. Fox says, said that the request for the money was unauthorised, and that the employee who asked for it was in consequence dismissed.

"But their subsequent action would suggest that they applauded rather than deprecated his action, because instead of returning the cheque they not only kept it, but quickly spent the proceeds."

In another part of the report the Inspector refers to transactions and comments that Mr. Leese "endeavoured to secure the co-operation of the company's secretary, an incorporated accountant, in rendering a false return. In this matter Mr. Leese acted entirely on his own responsibility. I am convinced that he deliberately furnished a false return to the Registrar and purposely suppressed the Public Auditor's report."

Referring to Velocum, Ltd., a promotion of the Trust, the report says this company was registered to purchase a patent medicine business for £110,000.

Stock Exchange Fiction.

The Trust, which had then only £20, contracted to underwrite the issue. The public subscribed £6,000. No report was filed, nor was the statutory meeting held.

"Efforts were made to create a market for the shares on the Stock Exchange. Shares were offered for sale by a third party by arrangements with the Trust, and brokers were instructed to buy them as they were put on the market."

"These fictitious transactions were recorded in the ordinary way and, for three months, the Stock Exchange lists gave the impression that there was a considerable demand for the shares."

In conclusion Mr. Fox reports:

"Every scrap of evidence points to the fact that Messrs. Leese, Bell and Cantlon were professional company promoters and share-pushers with no financial backing, whose aim was to make profit for themselves without the slightest regard for the interests of the shareholders they were supposed to represent."

"Mr. Russell was in another category; he was in the hands of people with considerably more acumen than he had himself, and allowed himself to be used by them as a figure-head for their own ends."

"His evidence showed that he was supremely ignorant of company law and management, and had no intimate knowledge of what was going on."

"I recommend that the costs of the inspection should be borne by Messrs. Leese, Bell, Cantlon and Russell."

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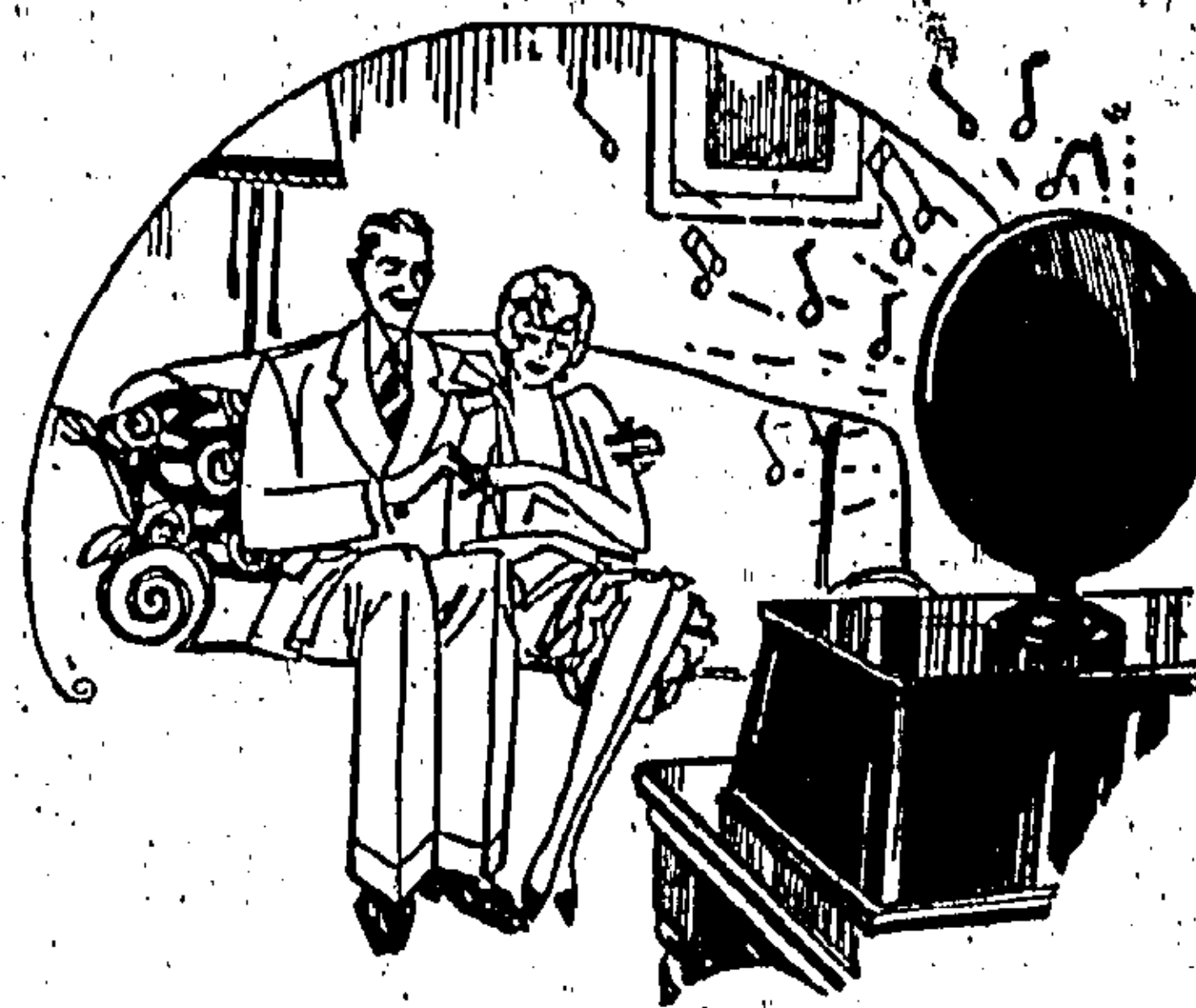
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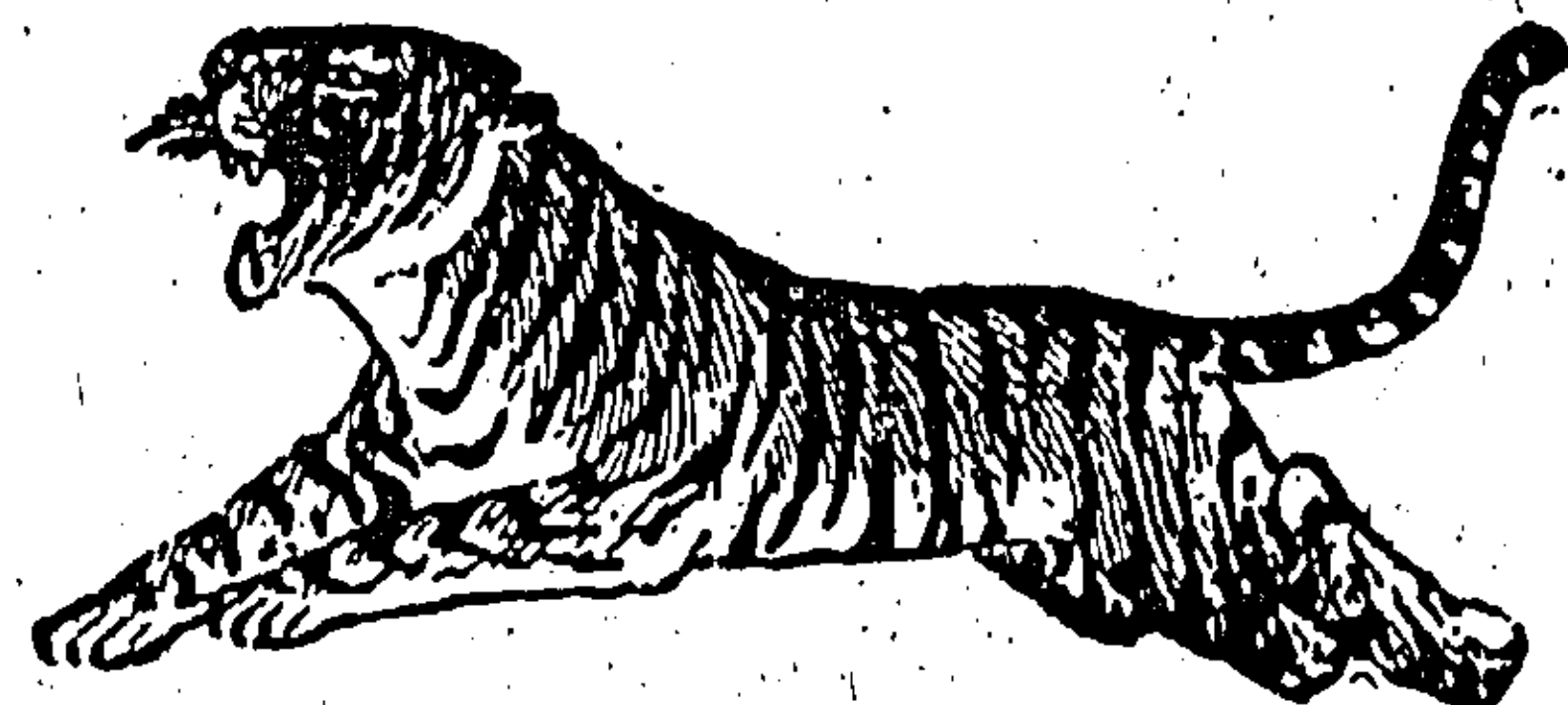
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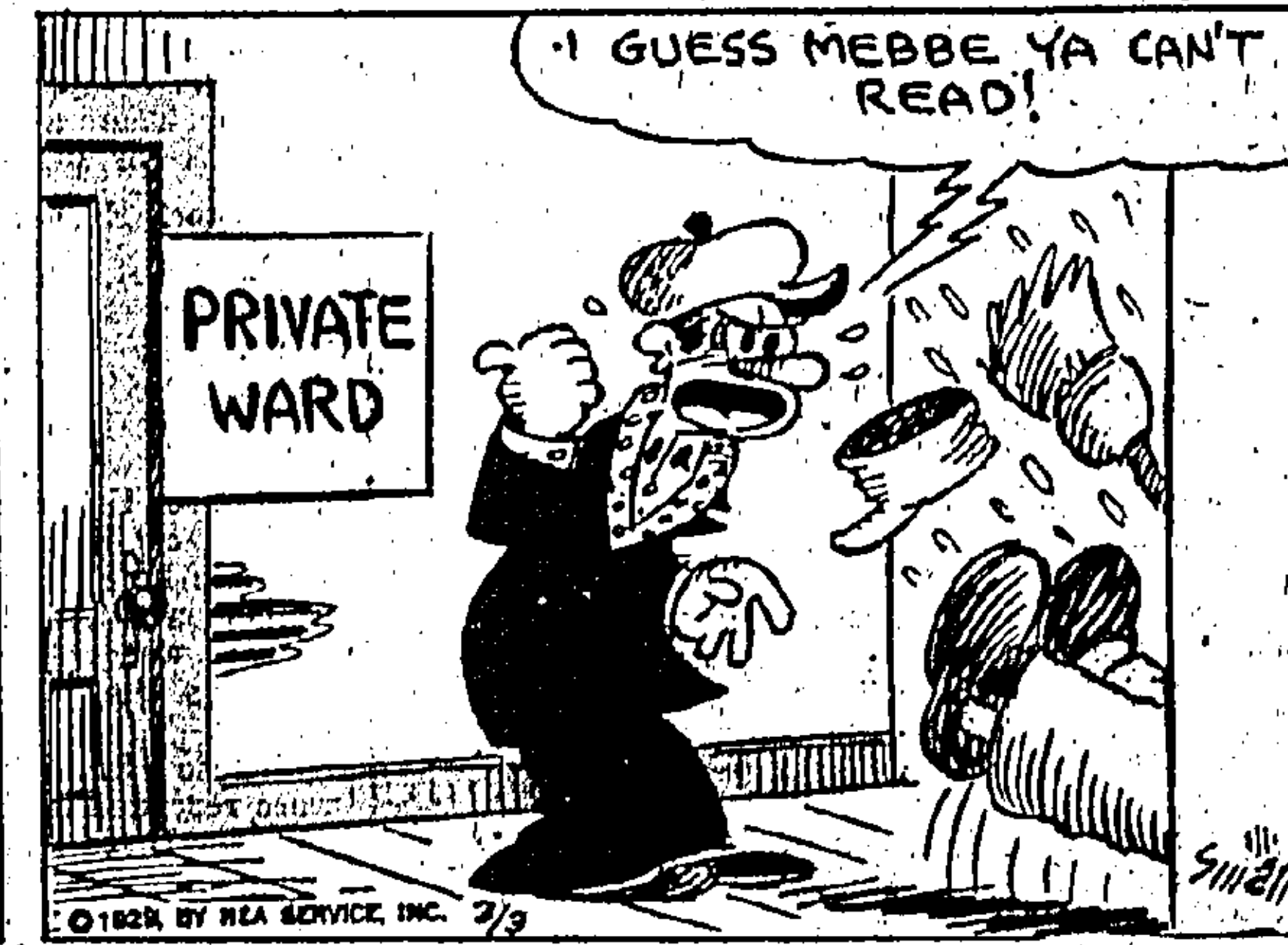
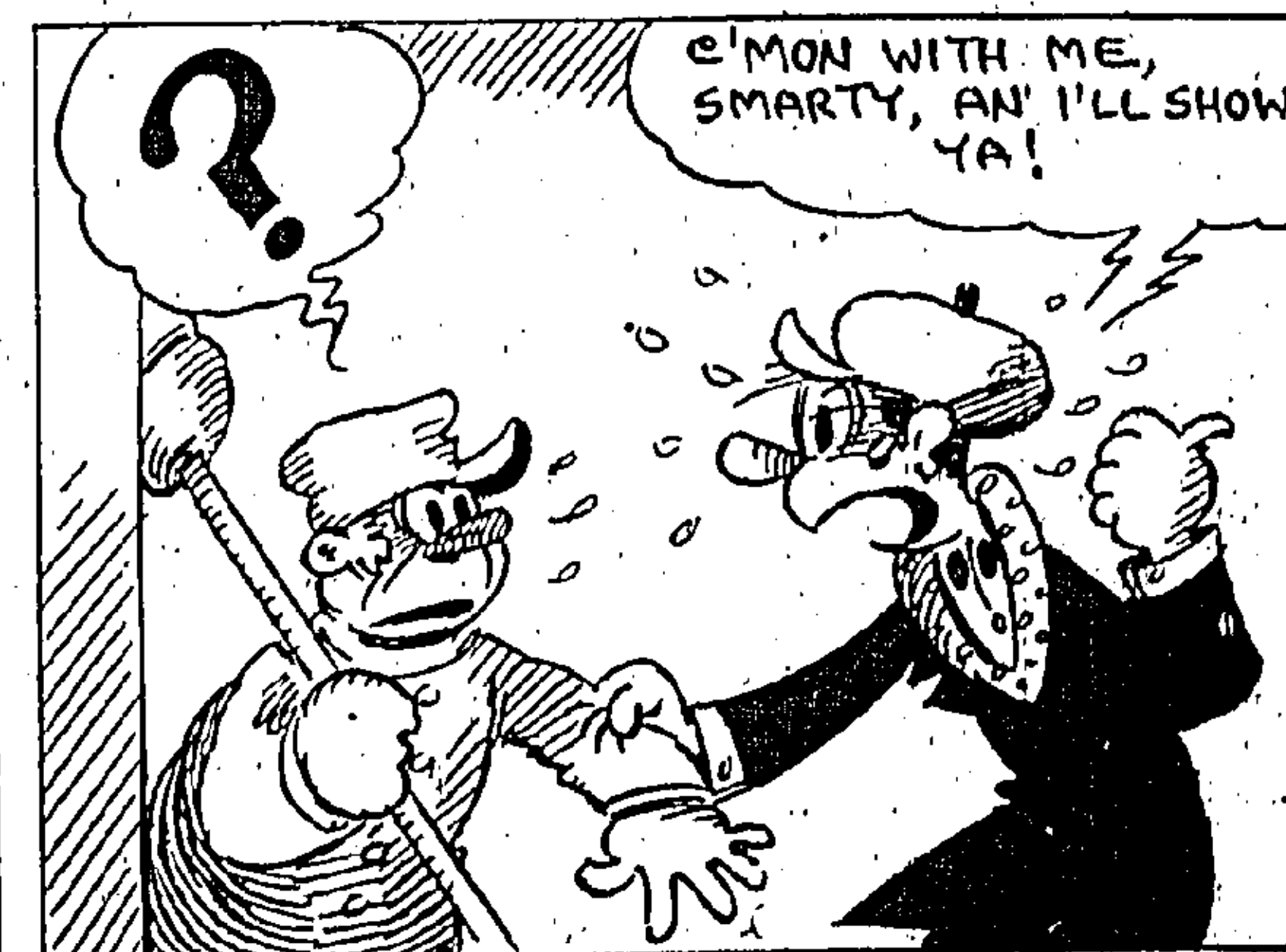
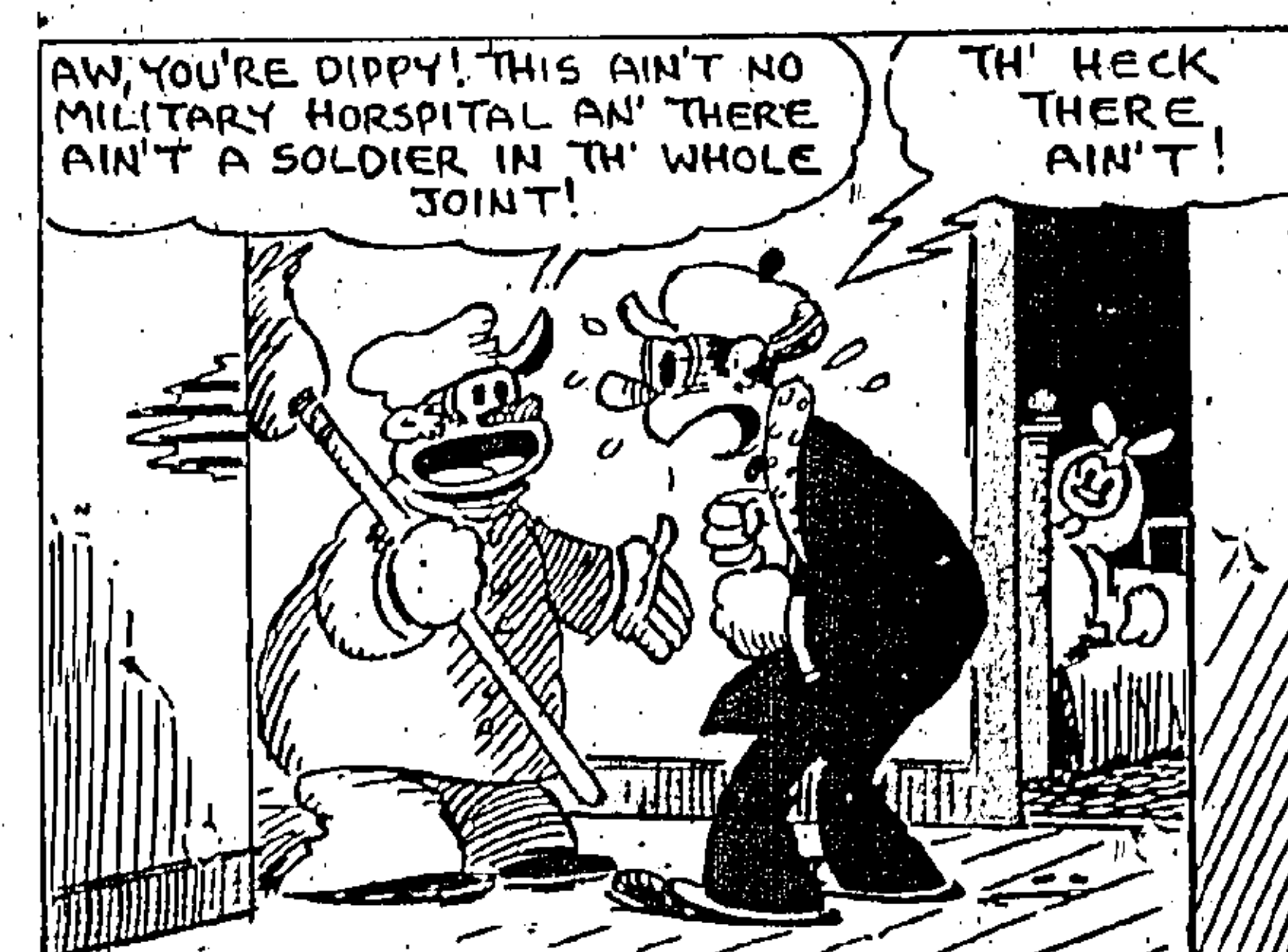
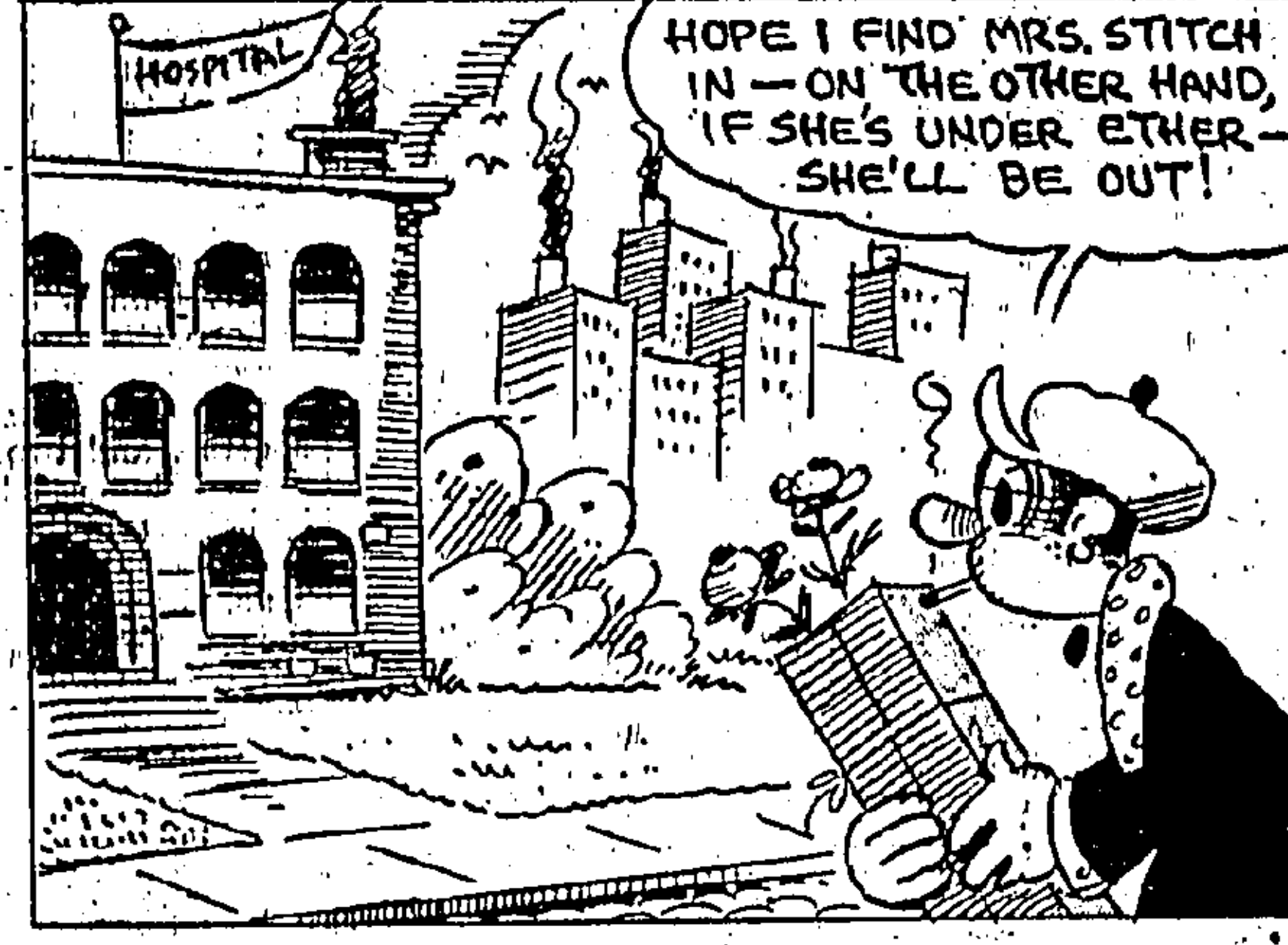
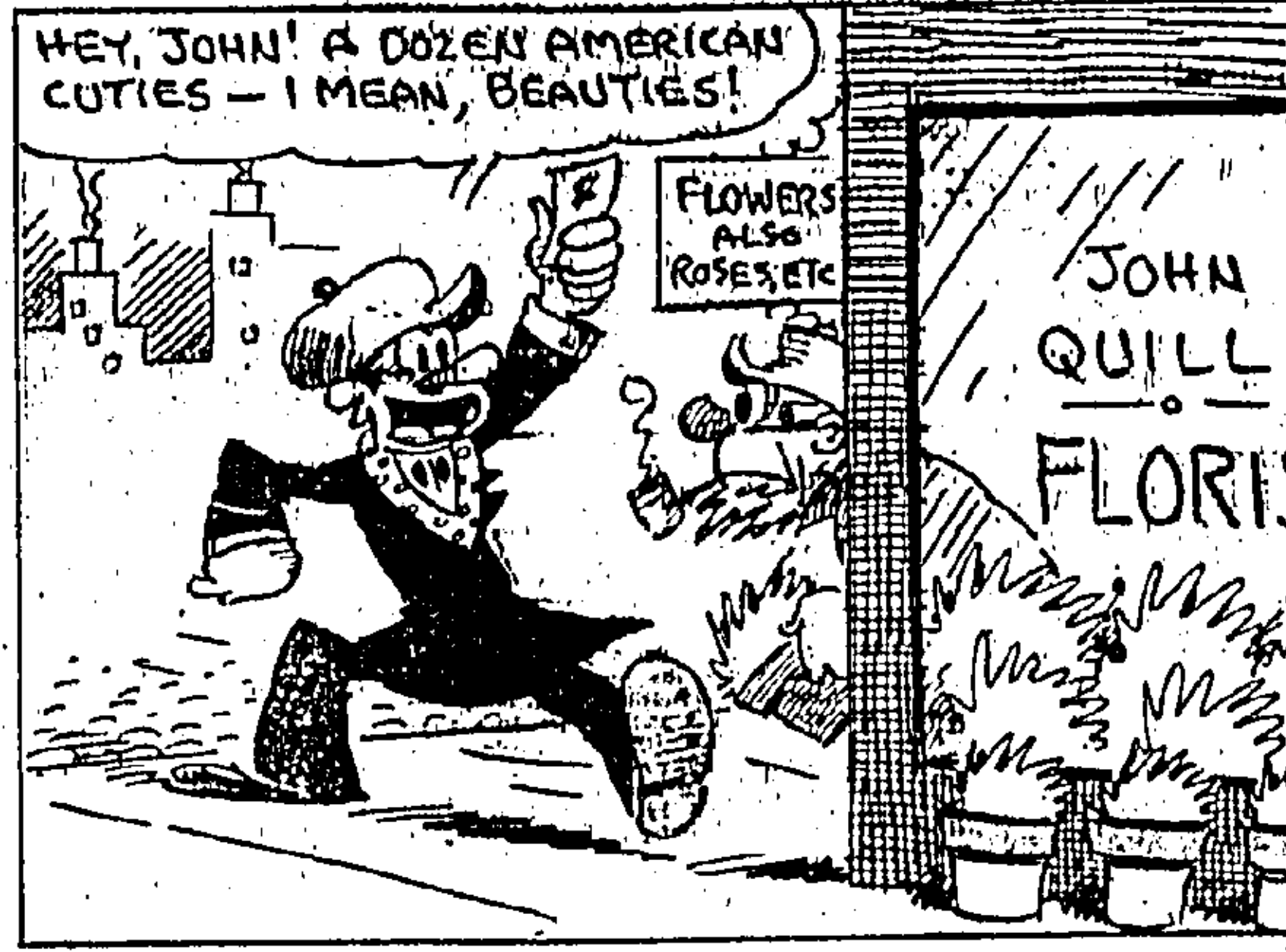
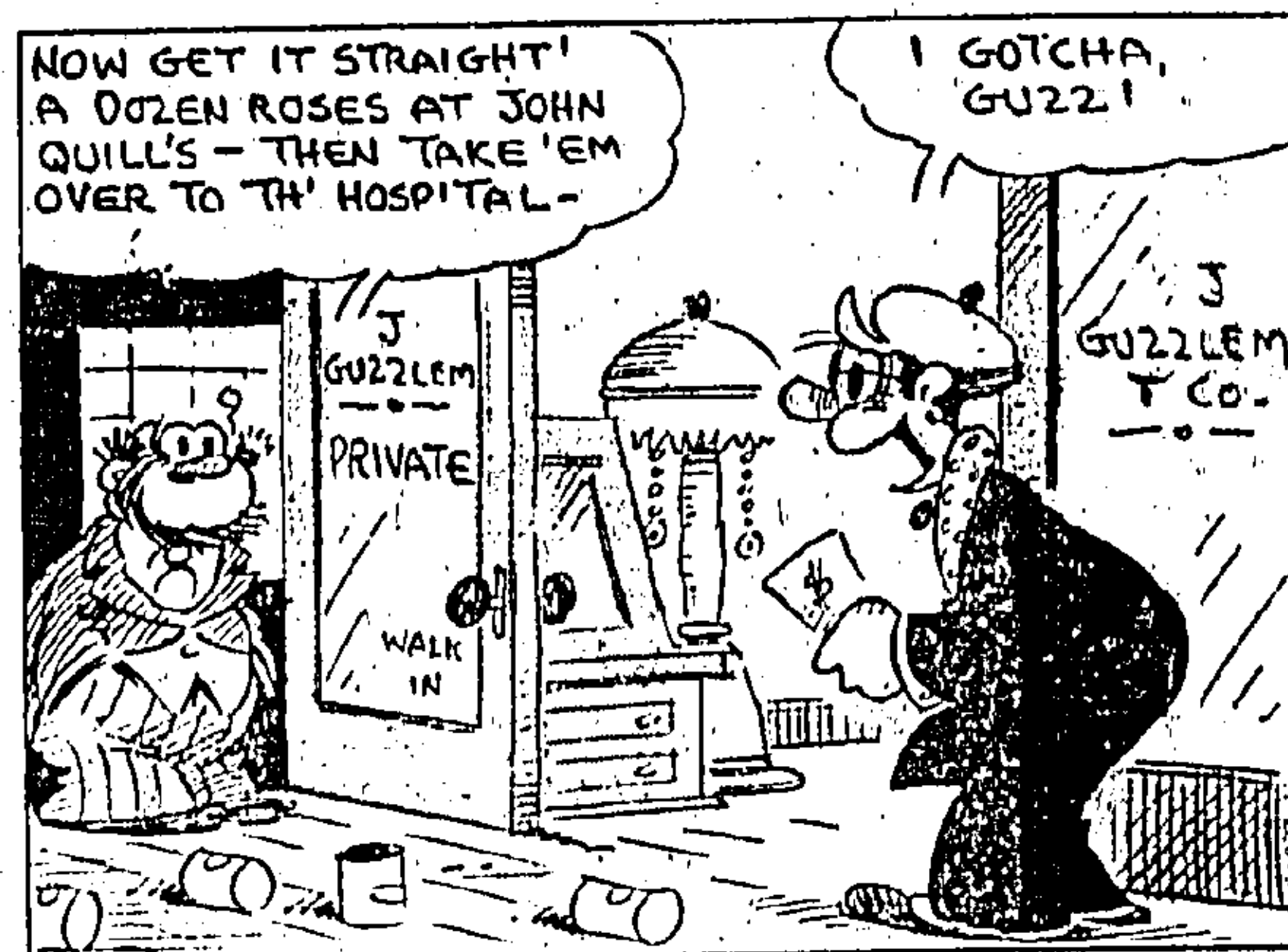
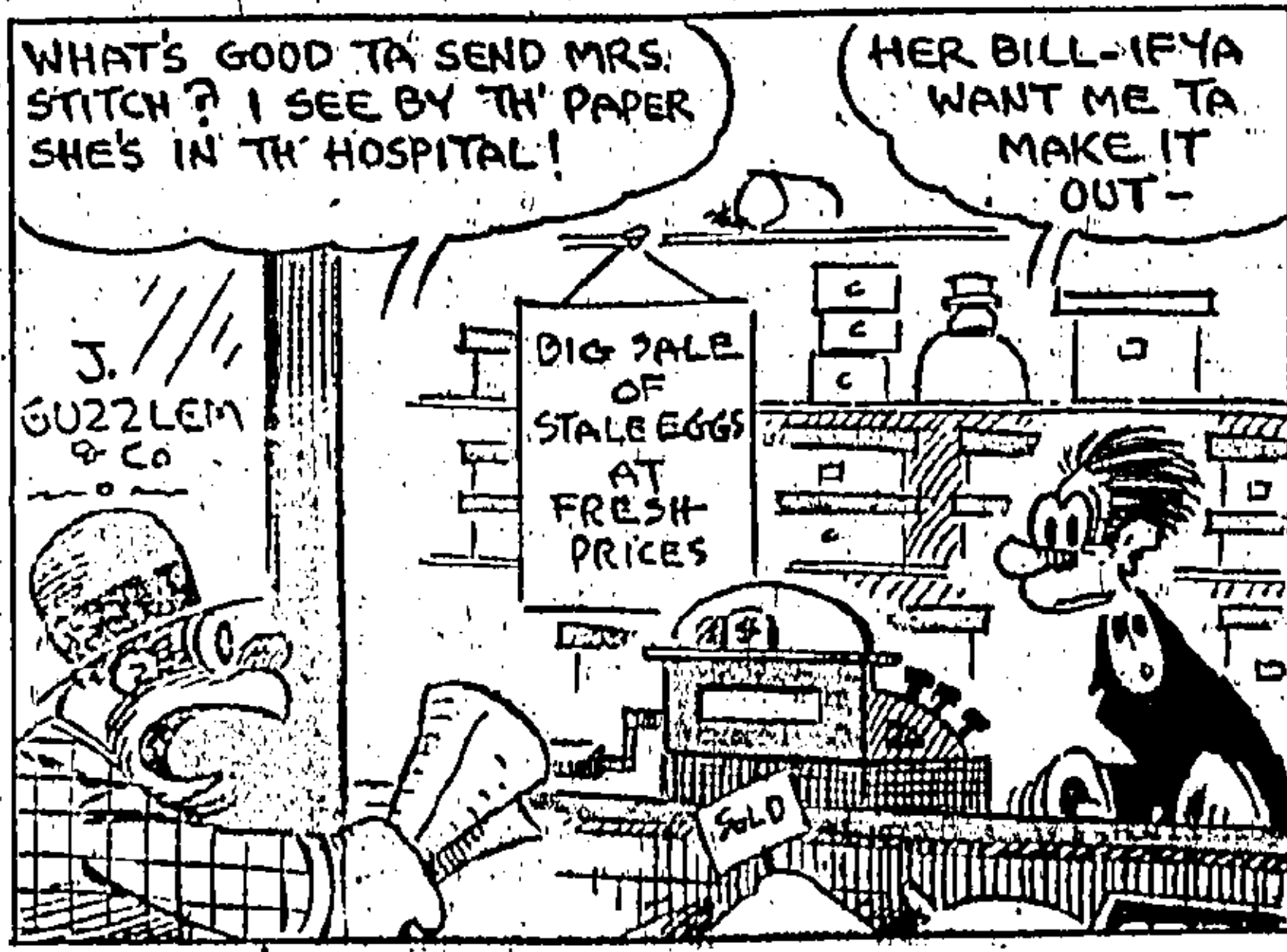
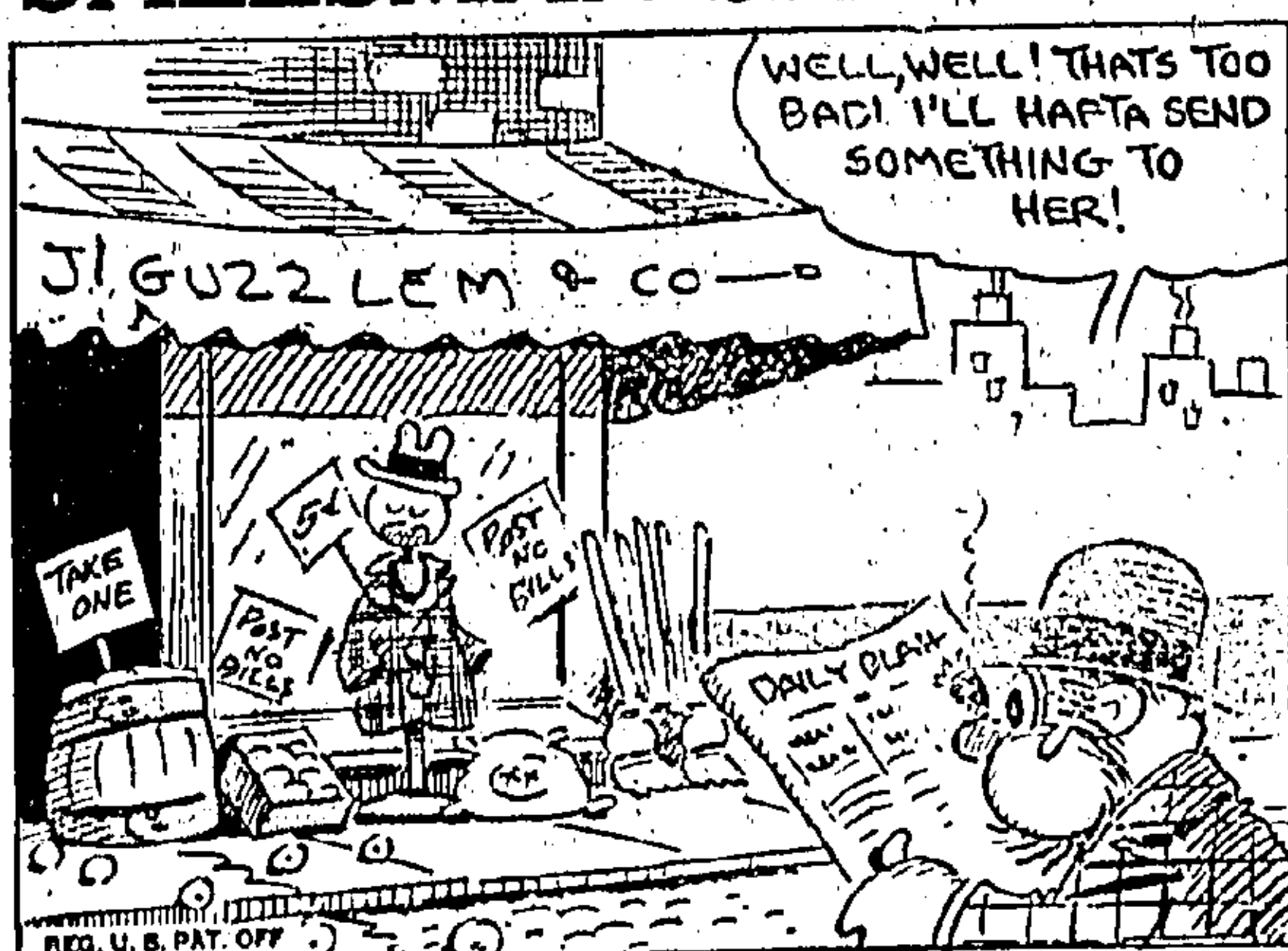
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The "MAXIMO" Bath Towel Extra Strong Fawn and White Stripes 28" x 52"
Standard Value Price \$1.50 each.

The "MAXIMO" BATH SHEET.
Superior Quality Egyptian Cotton Fawn and White Stripes. Extra Large Size, at a very low price. Useful for Bath Room or Beach.
Size 72" x 46"
Standard Value Price \$3.50 each.

THE "SEMITURC" TOWEL
THE "SEMITURC" TOWEL.
An excellent Towel for Bath or Face use. Good wearing qualities. Size 20 by 40 inches
Standard Value Price 55 Cts. each.

THE "ROMA" TURKISH TOWEL.
With hemmed ends. Thick pile that absorbs readily. Pure White. Size 40 by 55 ins.
Standard Value Price \$1.25.

THE "W. L." BRAND TURKISH BATH TOWELS.
Are absorbent, and Strong made from finest quality Egyptian Cotton.
"W. L." 1, 18" x 30" 45 c. each.
"W. L." 2, 18" x 44" 75 c. "
"W. L." 3, 22" x 44" \$1.00 "
"W. L." 4, 24" x 50" \$1.25 "
"W. L." 5, 27" x 52" \$1.50 "
"W. L." 6, 28" x 54" \$1.95 "
"W. L." 7, 28" x 58" \$2.75 "
"W. L." 8, 38" x 60" \$3.50 "

"CHRISTIES" BATH SHEETS.
No. B, 8, 57" x 84"
Price \$10.50 each.

THE "W. L." HEMSTITCHED TURKISH BATH TOWELS.
Each
"W. L." 1, 24" x 45" Price \$1.75
"W. L." 2, 28" x 54" " \$2.50
"W. L." 3, 30" x 60" " \$3.50

The W. L. RANGE of FRINGED Turkish Towels

Select your Bath Towels from Our Well Known "W. L." range we can guarantee satisfaction in Service and Wear.

WHITEAWAY, LAIDLAW & CO., LIMITED.

CONSIGNEES' NOTICES.

THE BEN LINE STEAMERS, LIMITED.

From MIDDLESBRO' DUNKIRK, LONDON, STRAITS and PHILIPPINES.

The Steamship, "BENCLEUCH"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th April, 1929, will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 5th May, 1929, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th May, 1929, at 10 a.m. by Messrs. Godard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 18th April, 1929.

COMPANY REPORT.

THE DOUGLAS STEAMSHIP COMPANY LIMITED.

The report of the Douglas Steamship Company, Ltd., for presentation to the shareholders at the forty-sixth ordinary general meeting to be held on Monday, April 29, states:

The General Managers beg to submit to the Shareholders their Report on the twelve months' working of the Company for the year ended 31st December, 1928.

After paying all running expenses, docking charges, premia of Insurance, allowances for leave and Pension, transferring the sum of \$20,191.16 from Underwriting Account to Steamers Account and after writing off \$25,000 for Depreciation, there remains a net profit for the year of \$7,426.54, which it is proposed to transfer to the credit of the Reserve Fund, which will then stand at \$136,436.60.

The coast trade from Hongkong has been fairly satisfactory but receipts have been falling off in the receipts from the coast ports as compared with last year; the loss in exchange on the earnings at the coast ports is a serious item, as the heavy expenditure made on account of leave and pensions to the floating staff.

Consulting Committee.

The Hon. Mr. D. G. M. Bernard resigned his seat on leaving the Colony and Mr. B. D. F. Belth was invited to fill the vacancy.

Mr. C. G. S. Mackie has also resigned his seat and Mr. L. J. Davies has been invited to fill the vacancy.

The Committee now consists of Mr. B. D. F. Belth, Sir Robert Ho Tung and Mr. L. J. Davies, who retire but offer themselves for re-election.

Auditors.

The Accounts have been audited by Messrs. Lowe, Bingham and Matthews and Messrs. Linstead and Davies, who retire but offer themselves for re-election.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamers.	Sailings.
TO TSINGTAO via SWATOW & SHANGHAI	Kwongsang Kwaisang Hopang Yatshing	Sun. 21st Apr at 7 a.m. Wed. 24th Apr at 7 a.m. Sun. 28th Apr at 7 a.m. Wed. 1st May at 7 a.m.
TO OSAKA via AMOI, MOJI & KOBE	Hosang Buisang	Fri. 26th Apr at 7 a.m. Sat. 11th May at 7 a.m.
TO OSAKA via AMOI, SHANGHAI, MOJI & KOBE	Kutsang	Sun. 5th May at 7 a.m.
TO STRAITS & CALCUTTA	Kumsang	Fri. 10th May at 3 p.m.
TO SANDAKAN	Mausang Hinsang	Thurs. 2nd May at 10 a.m. Fri. 10th May at 3 p.m.
TO TIENTSIN	Cheongshing	Fri. 26th Apr at 4 p.m.
TO CANTON	Pooshing	Mon. 2nd Apr at 4 p.m.

For freight or passage apply to: JARDINE, MATHESON & CO., LTD.

Telephone 215. Central

General Managers

GLEN LINE.

Fare Hongkong to London £82.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENHIEL"	1st May.
Motor Vessel "GLENBEG"	29th May.
Steamship "GLENIFFER"	26th June.
Steamship "GLENSHANE"	24th July.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Steamship "PEMBROKESHIRE"	28th Apr.
Steamship "GLENIFFER"	15th May.
Steamship "CARMARTHENSHIRE"	27th May.
Steamship "GLENSHANE"	14th June.
Motor Vessel "GLENOGLE"	22nd June.

For freight, passage and further particulars, apply to:

JARDINE, MATHESON & CO., LTD.
AGENTS: THE GLEN LINE, LTD.

CONSIGNEES' NOTICE.

N. Y. K. LINE.
(NIPPON YUSEN KAISHA.)

From EUROPE and STRAITS.

The Steamship, "TOYOHASHI MARU"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence delivery may be obtained.

Goods not cleared by the 25th April, 1929, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees and the Co's representatives on any Tuesdays and Fridays, at 2.30 p.m., within the free storage Period.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

No Fire Insurance has been effected.

NIPPON YUSEN KAISHA.

Hongkong, 18th April, 1929.

N. Y. K. LINE.
(NIPPON YUSEN KAISHA.)

From EUROPE and STRAITS.

The Steamship, "DAKAR MARU"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence delivery may be obtained.

Goods not cleared by the 25th April, 1929, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees and the Co's representatives on any Tuesdays and Fridays, at 2.30 p.m., within the free storage Period.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

No Fire Insurance has been effected.

NIPPON YUSEN KAISHA.

Hongkong, 18th April, 1929.

NEW AIR SERVICE.

FROM NEW YORK TO BUENOS AIRES.

New York, Apr. 19. A new air mail and passenger service is announced by Tri-Motor Safety Airways, covering the journey from New York to Buenos Aires in seven days.

Reuter's American Service.

LETTER GOLF SOLUTION.

Here is the solution to the puzzle on another page.

BEAU, BEAT, BELT, BELL, BILL, GILL, GIRL.

CHAMBER'S MEMBER.

MR. B. D. F. BEITH NOMINATED FOR THE COUNCIL.

A general meeting of members of the Hongkong General Chamber of Commerce was held at the offices of the Chamber yesterday to elect a Representative for appointment on the Legislative Council consequent on the departure from the Colony of the Hon. Mr. J. Owen Hughes.

The Chairman of the Chamber, Mr. N. S. Brown, presided, supported by the following Members of the General Committee: The Hon. Mr. A. C. Hynes and Messrs. W.H. Bell, M.T. Johnson, T.E. Pearce, F. A. Perry, J. P. Warren, and the Hon. Mr. W. E. L. Shenton, (co-opted).

The following individual members and firms were present: Mr. F. Austin, Mr. B. M. Talati, The Asiatic Petroleum Co., Ltd., (Mr. W.H. Bell), Messrs. W. S. Bailey and Co. Ltd., (Mr. W. S. Bailey), The British American Tobacco Co. Ltd., (Mr. F.A. Perry), Messrs. Deacons (The Hon. Mr. W.E.L. Shenton), Messrs. Dodwell and Co. Ltd., (Mr. J.P. Warren), Messrs. Fung Tai (Mr. Fung Kong Un), Messrs. A. Goeke and Co., (Mr. A. Goeke), Messrs. T.M. Gregory and Co., (Mr. H. M. Gregory), Hongkong Electric Co. Ltd., (Mr. F. H. Marsh), Hongkong and Kowloon Wharf and Godown Co., Ltd., (Mr. C. M. Manner), Hongkong and Shanghai Banking Corporation (The Hon. Mr. A. C. Hynes), The Kailan Mining Administration (Mr. A. C. I. Bowker), The Liverpool and London and Globe Insurance Co. Ltd., (Mr. E. G. Smith), Messrs. Lowe, Bingham and Matthews (Mr. J. Fleming), Messrs. W. R. Loney and Co. (Mr. M. T. Johnson), The Mercantile Bank of India, Ltd., (Mr. C. L. Sandes), The Mitsui Bussan Kaisha, Ltd., (Mr. T. Takahashi), Messrs. A. B. Moulder and Co. Ltd., (Mr. M. Williams), The Nippon Yusen Kaisha (Mr. Y. Uchida), Messrs. Penreath and Co., (Mr. C. P. Marvel), Messrs. Shewan, Tomes and Co., (Mr. A. L. Shields), Messrs. Sing Hing and Co., (Mr. N. C. Horne), Messrs. Harry Wicking and Co., (Mr. H. Owen Hughes), with the Secretary (Mr. M.F. Key).

The Secretary read the notice convening the Meeting.

The Chairman said: Gentlemen, Mr. J. Owen Hughes, whom you elected as your representative on the Legislative Council on the 16th May, 1927, has been granted eight months' leave by His Excellency the Governor, and the Committee has been requested by the Colonial Secretary to take the necessary steps to nominate a representative on the Council to act during the absence of Mr. Hughes.

This Meeting has been called, and nominations have been invited, in accordance with the Bye-laws, and I have to report to you that only one nomination has been received. Mr. B.D.F. Belth, of Messrs. Jardine, Matheson and Co. Ltd., has been proposed by myself, on behalf of Messrs. Butterfield and Swire, and seconded by the Hon. Mr. A. C. Hynes, for the Hongkong

and Shanghai Banking Corporation. Mr. Belth has been called away to Shanghai for a few days and is therefore not present to speak for himself, but we have ascertained that he is willing to serve and I am sure you will agree that we could not have a more suitable representative. Mr. Belth has had extensive business experience both here and in Shanghai, and has already served for a period on the Legislative Council. I have much pleasure in proposing his nomination.

The Hon. Mr. A. C. Hynes said he had much pleasure in seconding the resolution.

The motion was carried unanimously and the proceedings terminated.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO", HONGKONG.

Codes Used A1, A.B.C. Fifth Edition, Engineering First and Second Editions.

Western Union and Watkins, Benson's Marconi.

Dock Owners, Ship Builders, Marine & Land Engineers, Boiler Makers, Iron,

Steel & Brass Founders, Forge Masters, Electricians.



S.S. "TAIPING."

Passenger and Cargo Vessel Built and Engineered at the Kowloon Dock by The Hongkong and Whampoa Dock Co., Ltd., to the order of the Australian-Oriental Line, Ltd. For Australia-Hongkong Service.

Please address enquiries to the Chief Manager—

R. M. DYER, B. Sc., M.I.N.A., Kowloon Dock, Hongkong.

DISARMAMENT.

SOVIET CLAIM REJECTED.

Geneva, Apr. 19. A meeting of the Disarmament Committee heard a report of the Bureau (composed of the President, Vice-President and Committee) on the Soviet scheme.

The report rejects the Soviet argument that their plan will serve as a basis for general discussion, but the Soviet are entitled to bring up amendments in the course of the discussion on the Committee's own draft project of 1928.

M. Litvinoff immediately objected, but the Committee agreed to the report.

The Committee adopted the Bureau's report without a vote, but only after considerable discussion. M. Litvinoff insisted that each delegation express its individual views on the three Soviet principles, which he said the Turks and Germans favoured. Count Bernstorff (Germany) urged the Soviet delegation to adopt the course suggested by the Bureau.

Mr. Tchang Tao-ping (China) urged a discussion of the Soviet principles. Finally M. Litvinoff reserved the right to make a statement to-morrow on the Committee's decision.

The British attitude.

Geneva, Later. The British attitude as to the Preparatory Disarmament Committee's work was reviewed in a speech by Lord Cushendun, who declared that Britain was not a continental power, and therefore considered that the decision for a reduction of land forces should be taken by the military Powers.

There was considerable disagreement on the naval question inside the Committee, but the leading naval Powers attained a large measure of reduction and limitation, and urged the Committee to seek a reduction of land and air forces pending settlement of the naval issue, as to which they are confident an agreement can be reached.

The British Government is most anxious as to this. "Unless a satisfactory agreement can be reached now, we will be the laughing stock of the world, which doubtless will please the Soviets."

He maintained the principles laid down by Lord Cecil and himself, and hoped these would lead to satisfactory results.

Regarding the Air forces, Britain would agree to a settlement which took account of her special position.

Shanghai, Apr. 19. Mr. Etsujiro Uehara, Parliamentary Counsellor to the Foreign Office, has resigned at his own request. Though no reason is given for the resignation, it is apparently due to an interview published in the Japan Advertiser of April 14, in which he attacked the ratification of the Kellogg Pact so long as it included the phrase that the Emperor signs "in the name of the people."

The interview, in which Uehara is asserted to have said, "It is the Council which is jeopardising the sovereign power of Japan and not the Premier," is strongly resented by the Privy Council, and it was feared that the Council's opposition both against the Government and against ratification might be increased, but presumably Uehara's voluntary resignation will ease matters.

OBITUARY.

SUDDEN DEATH OF LORD REVELSTOKE.

Paris, Apr. 19. The death has occurred, from a heart attack, of Lord Revelstoke, the Chairman of the sub-committee appointed to discuss the German reparations offer with Dr. Schacht.

[John Barling, second Lord Revelstoke, banker, a director of the Bank of England and one of the British delegates on the Export Committee for Reparations, was born in September, 1863, and succeeded to the title in 1897. He may be said to have been born in banking, for his great-grandfather was the founder of the famous firm of Baring Brothers and his grandfather and father had each in turn been head of the business. It was his father who had to face one of the gravest financial crises in the banking history of London. The firm got into temporary difficulties owing to the heavy demands on it in 1891 when its liabilities amounted to £28,000,000. Disaster was however averted by the Bank of England advancing £3,000,000 with the backing of a guarantee fund of £16,000,000 underwritten by the leading London banks. This prompt support gave the firm time to liquidate the necessary assets and prevented a catastrophe.]

When King Edward came to the throne, Lord Revelstoke was given the task of reorganising the Royal finances and in 1908 he was made Receiver-General for the Duchy of Cornwall, in which post he undertook a similar financial reorganisation with marked success. After the disastrous earthquake of 1923 in Japan which imposed a terrible strain on the resources of that country Lord Revelstoke with other London experts accepted the onerous task of bringing order out of financial chaos. He was presented with a gold cup by the Emperor of Japan in recognition of his services.

When in January, 1929, the question came up of the appointment of British members of the Committee of Experts to frame proposals for the definite settlement of the German reparations problem, Sir J. Stamp and he were chosen.

In 1911 he was made G.C.V.O. and in 1924 a Commander of the Legion of Honour.]

TOKYO TROUBLES.

COUNSELLOR AND THE KELLOGG PACT.

Shanghai, Apr. 19. Mr. Etsujiro Uehara, Parliamentary Counsellor to the Foreign Office, has resigned at his own request. Though no reason is given for the resignation, it is apparently due to an interview published in the Japan Advertiser of April 14, in which he attacked the ratification of the Kellogg Pact so long as it included the phrase that the Emperor signs "in the name of the people."

The interview, in which Uehara is asserted to have said, "It is the Council which is jeopardising the sovereign power of Japan and not the Premier," is strongly resented by the Privy Council, and it was feared that the Council's opposition both against the Government and against ratification might be increased, but presumably Uehara's voluntary resignation will ease matters.

P. & O. BRITISH-INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND) Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hongkong (about)	Destination
ALIPPORE	5,273	24th Apr.	Straits, Colombo & B'bay
MANTUA	10,946	27th Apr.	Bombay, M'les & London
INAGORE	5,273	4th May.	M'les, London, Hull, A'werp, Rotterdam & Hamburg
KIDDERPORE	5,334	8th May.	Straits & Bombay
KALYAN	9,144	11th May.	Marseilles, L'don & Hull
MOREA	10,933	25th May.	Bombay, M'les & London
LAHORE	5,252	1st June.	Marseilles, London, A'werp, Rotterdam & Hamburg
DELTA	8,097	8th June.	Marseilles, L'don & Hull
JEYPORE	5,318	15th June.	Marseilles, London, A'werp, Rotterdam & Hamburg
RAJPUTANA	16,568	22nd June.	Bombay, M'les & L'don

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyrene, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS

TILAWA	10,006	28th Apr.	S'pore, Penang & Calcutta
TAKLIWA	7,936	5th May.	S'pore, Penang & Calcutta
TAKADA	6,949	9th May.	S'pore, Penang & Calcutta
TALAMBA	8,018	21st May.	S'pore, Penang & Calcutta
TALMA	10,000	3rd June.	S'pore, Penang & Calcutta

B. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	8th May.	Manila, Sandakan, Thura
TANDA	6,956	31st May.	Island, Townsville, B'ham
ST. ALBANS	4,500	5th July.	Sydney and Melbourne

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia. The E. & A. S.S. Co., Ltd. steamers will also call at Shanghai, Hobei, Cebu, Kalambangan, Tawao, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

MOREA	10,953	26th Apr.	S'hai, Moji, Kobe & Yokohama
TALAMBA	8,018	28th Apr.	Amoy, S'hai, Moji, Kobe & Osaka
IPERIM	7,648	6th May.	S'hai, Moji, Kobe & Yokohama
TALMA	10,000	7th May.	Amoy, Moji, Kobe, Yokohama & Osaka
TANDA	6,956	7th May.	Moji, Kobe, Osaka & Yokohama
DELTA	8,097	10th May.	S'hai, Moji, Kobe & Yokohama
ROSSINGTON COURT	—	14th May.	Moji, Kobe & Osaka
—	—	22 May.	S'hai, Moji, Kobe & Yokohama
—	—	22 May.	Moji, Kobe & Osaka

Cargo only

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to MACKINNON, MACKENZIE & Co.,

P. & O. Bldg., Connaught Rd., O. Agents.

N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES.

£120, £112, £110, £102, £83 via SAN FRANCISCO

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

Shinyo Maru ... Wednesday, 1st May.

Siberia Maru ... Wednesday, 15th May.

SEATTLE, VICTORIA via Shanghai & Japan Ports

Toyama Maru ... Monday, 22nd Apr.

Mishima Maru ... Monday, 6th May.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via

Singapore, Penang, Colombo & Suez

Kitano Maru ... Saturday, 20th Apr.

Haruna Maru (Call Hull) ... Saturday, 4th May.

SYDNEY & MELBOURNE via Manila & Ports.

Aki Maru ... Wednesday, 24th Apr.

Kaga Maru ... Wednesday, 22nd May.

BOMBAY via Singapore, Penang & Colombo.

Benegal Maru ... Saturday, 27th Apr.

Hakodate Maru ... Wednesday, 1st May.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles, Mexico & Panama.

Bokuyo Maru ... Tuesday, 21st May.

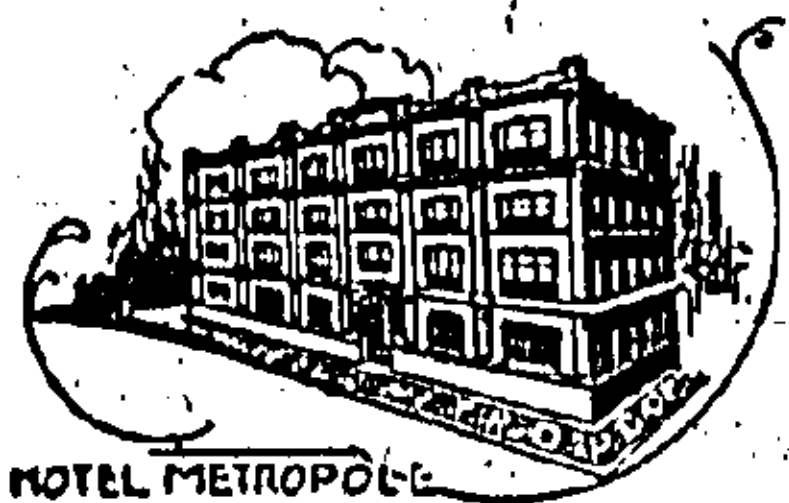
SOUTH AMERICA (EAST COAST) via Singapore, Capetown & Ports.

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Central, Convenience, Com-
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Ideal Place for week ends.



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A first class Residential and Tourist Hotel with all the conveniences
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Bar and three Billiard Tables; two in New Billiard Saloon.
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After dinner
dancing every
Tuesday, Thursday
and Saturday.
Grill

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Arthur E. Odell, Managing Director.

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LARGEST BALLROOM IN THE STRAITS.
Overlooking the Sea.
Hot and Cold Running Water. Modern Sanitary System
Highest Quality Catering. European Chef.
PRODUCTS DIRECT FROM LONDON MARKET.
CABLES: "RUNNYMEDE." WILLIAM HAROLD PERRY—Manager.



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the
Very
Brand.

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STOCK EXCHANGE DERBY SWEEP.

HUGE PRIZE TO BE DIVIDED
INTO TWO.

DISTRIBUTION FORM.

London, Apr. 19.
The Stock Exchange Derby Sweep, or, as it is officially known "The Stock Exchange Mutual Subscription Fund" has met with unprecedented success, the whole of the authorised issue of 1,000,000 tickets at 21 each having been taken up.

With such a colossal figure, it has been decided to divide the prize-money into equal shares of £500,000.

There will be two winning tickets, corresponding to each of the three hundred and thirty-nine entries for the Derby, which is to run on June 5th.

The holders of the two tickets for the first horse will each receive £125,000.

The two winning tickets for the second horse home will each get £62,500.

The two third will get £32,500 each.

The two fourths will get £17,500 each.

It will be seen that the eight prizes for the first four horses will aggregate £480,000.

There will be further duplicate prizes of £500 each for every horse which starts in the race.—*Reuter.*

EXPRESS SAVED BY PORTER.

LORRY IN PATH OF 70
M.P.H. TRAIN.

London, Mar. 22.
An express train which left Waterloo at 6.30 on Wednesday night for Bournemouth narrowly escaped disaster at Christchurch.

A young porter at Christchurch Station, Frederick Budden, told a vivid story yesterday of how his prompt action prevented an accident.

"The express is due here at 8.37," he said, "and generally rushes through at about 70 miles an hour."

"I was in the parcel office attending to the driver of a milk lorry when we heard a crash. I rushed out and found the lorry, which had been standing in the station yard, had run backwards through some gates on to the lines."

Signals at Danger.
"The express was almost due, so I phoned to the signaller to put the signals at danger. He did so and, picking up a red hand-lamp, rushed up the line towards the express. He had got only a few yards when the train came along."

There was a sound of hastily applied brakes and the express pulled up within ten yards of the obstruction.

"Passengers were thrown from their seats, so violent was the pull-up. The lorry was quickly removed and the train was only seven minutes late at Bournemouth."

"There is little doubt," added Budden, "that if the train had struck the obstruction at speed there would have been a disaster right in the station."

15 MINUTES RALLY AT TENNIS.

COLLAPSE OF BRITISH WOMAN'S OPPONENT.

Nice, Mar. 21.
Tennis circles on the Riviera have been greatly interested by an extraordinary rally that occurred in the final of the ladies' open singles competition at Bordighera, Italy.

Mrs. Satterthwaite (Great Britain) and Signorina Valerio (Italy) were the finalists.

The rally, lasting between 75 and 16 minutes, during which time some 425 strokes were played, drives and lobs alternating. At the end of the rally the Italian girl collapsed.

During the time the finalists in the men's singles, Herr Von Kehrle and Signor de Stefani, disposed of five complete games.

LORD REVELSTOKE'S DEATH.

BRITISH GOVERNMENT PAYS WARM TRIBUTE.

London, Apr. 19.
A telegram has been sent through the British Embassy at Paris expressing to the Honourable Cecil Baring the profound sense entertained by His Majesty's Government of the great services rendered by the late Lord Revelstoke and of the loss which this country has sustained by his death.

The Government desire at the same time to tender heartfelt sympathy to Mr. Baring and other members of the family.—*British Wireless.*

HAVRE'S FEAR OF SMALL-POX.

PASSENGERS FROM ENGLAND
TO BE VACCINATED.

A MARSEILLES CASE.

London, Apr. 19.

It is officially confirmed that the Mayor of Havre is enforcing from to-morrow a regulation requiring all persons landing from England to produce certificates that they have been vaccinated during the past six months.

The Southern Railway is considering the suspension of the Southampton-Havre service in consequence of the Mayor's action.

When the liner Ranchi arrived at Marseilles from India a suspected case of small-pox aboard was notified, and the passengers were ordered to be vaccinated on landing, but none landed.

An official of the P. and O. Company in London stated that the case on the Ranchi proved to be chicken-pox, and the liner was granted a clean bill, the passengers proceeding overland as usual.

Marseilles, Apr. 19.
All passengers from the Ranchi who are travelling overland to London have been vaccinated. These included the Maharajah of Rajppla.—*Reuter.*

LORD CUSHENDUN SURPRISES.

(Continued from Page 1.)

Not Military Power.

"We recognise that Great Britain does not pretend to be a military power in the Continental sense of the term. Her military system itself is fundamentally different from that of most of the countries represented in this room, and her land forces have already been reduced to such a point that they cannot claim to rival in any sense those of the Continental Powers."

"Therefore we recognise that, in this sphere, the lead should be taken, and must be taken, by military Powers, and that the possibility of effective limitation depends upon a reconciliation of their views and policy."

"We do not, therefore, in this session intend to add to the difficulty of agreement by insisting, in every case, on our own views. The all-important consideration to us is the attainment of such agreement as will make progress possible."

A Free Hand?

"Though our own system is so different from those of the Continental Powers, we feel confident we shall be able to accept any proposals which meet with the general assent of the other powers, represented here. I do not, therefore, intend now to repeat the arguments which Lord Cecil and I myself have used on earlier occasions regarding the points on which differences have arisen."

"Of course, if I saw a chance of converting my colleagues to my viewpoint, I should certainly endeavour to persuade them but I am not going to adopt an attitude the only result of which would be to wreck the work of this commission by making an agreement impossible."

The Rest to Decide.

"I thus hope to facilitate an agreement in the Commission, and while reserving my right to examine the results of the Commission's labours as a whole, I repeat that my Government, through me, will endeavour to accept, and I feel confident they will be able to accept, any scheme which meets with the approval of the rest of the Commission."

"What I have said applies to land armaments. As regards air armaments, air power is, of course, of very special importance and interest to an Empire as scattered as ours and embracing such wide stretches of relatively undeveloped territory."

"My country's home defence problem is, however, broadly speaking, the same as that of Continental countries, though its forces are at present considerably smaller than those of other European countries. My Government would, therefore, expect, as in the case of land armaments, to be able to agree to any further principles in connexion with the limitation of air armaments that may secure the unanimous approval of other countries."—*British Wireless.*

RECEIVED BY PRINCE.

London, Apr. 19.
H. R. H. the Prince, of Wales today received the Egyptian Foreign Minister.—*British Wireless.*

BRITISH BAILIFF ASSAULTED.

INCIDENT DURING P.W.D.
RAID ON SQUATTERS.

"SQUEEZE" ALLEGED.

Workmen of the Public Works Department, headed by Mr. R. E. Stott, a land bailiff, paid a visit yesterday morning to the squatters' huts illegally erected on Crown land at Wong Nei Chong. In the course of their duties the workmen are alleged to have received opposition from the squatters, one of whom, a big Hakkia woman, was charged before Mr. E. W. Hamilton at the Central Magistracy this morning with disorderly conduct.

Giving evidence of the woman's conduct during the operations at the village, Mr. Stott said the woman struggled with the workmen, got hold of a pole and hit out at almost everyone within reach. She got hold of witness and, after tearing his jacket, proceeded to drag him about. She also made offensive remarks which Mr. Stott said he understood.

Allegations of "squeeze" were made by the defendant who said that she asked the workmen for the return of her bed planks and when she could not get them she started to struggle, Mr. Stott's jacket being torn on the planks.

The woman also suggested that certain houses were allowed to remain untouched when a similar raid was carried out last year and alleged that a Chinese foreman in the P.W.D. had gone around the village collecting "squeeze." This had become common knowledge among the villagers and defendant said she proposed to bring a witness to bear on her statements.

In view of these allegations, Mr. Hamilton adjourned the case until Tuesday for defendant's witness to be called.

TWO ELECTIONS IN HONGKONG.

SANITARY BOARD AND LICENSING BOARD.

It is notified that an election of a member of the Sanitary Board is to be held at the City Hall on May 22nd. Polling will commence at 10 a.m. and close at 1 p.m. unless the Presiding Officer extends the time for voting.

Those eligible to vote are Special and Common Jurors and certain other specified classes. Nominations must reach the Registrar of the Supreme Court not later than 1 p.m. on May 1st.

We presume this election is necessitated by the expiration of Dr. S. C. Ho's term of office on the 21st May.

Licensing Board.

Another election is to take place on May 1st, for a Justice of the Peace on the Licensing Board. This is occasioned by the expiration of the Hon. Mr. J. Owen Hughes' term of office. Voting will take place at the Supreme Court between 4 and 6 p.m. and will be confined to Justices of the Peace.

Nominations must reach the First Police Magistrate at least six clear days before the election.

ST. GEORGE'S DAY.

MUSICAL SELECTIONS BY THE SOMERSETS.

By kind permission of Lt. Col. C. H. Little, D.S.O., and officers, the band of bugles of the 1st Battalion, the Somerset Light Infantry will play the following programme of music on St. George's Day, 23rd inst:

- 1.—Fanfare of Bugles.
- 2.—The Retreat.
- 3.—March, "Sambre et Meuse."
- 4.—Bugle March, "Windsor."
- 5.—Descriptive Piece, "The Ride of St. George."
- 6.—Bugle March, "Old Faithful."
- 7.—Grand Fantasia of English Songs.
- 8.—March, "Marching thro' Georgia."

The above items will be followed by "Rule Britannia," "The Evening Hymn, Regimental March, "Prince Albert," and God Save The King.

The conductor will be Mr. E. J. Woolcott.

April 7 was observed by 4,647 churches and chapels in England as Come-to-Church Sunday, when sermons were preached on Sabbath Observance.

Mr. Chas. Flint, of Yarmouth, I.O.W., believed to be the oldest person in the British Isles, recently celebrated his 105th birthday.

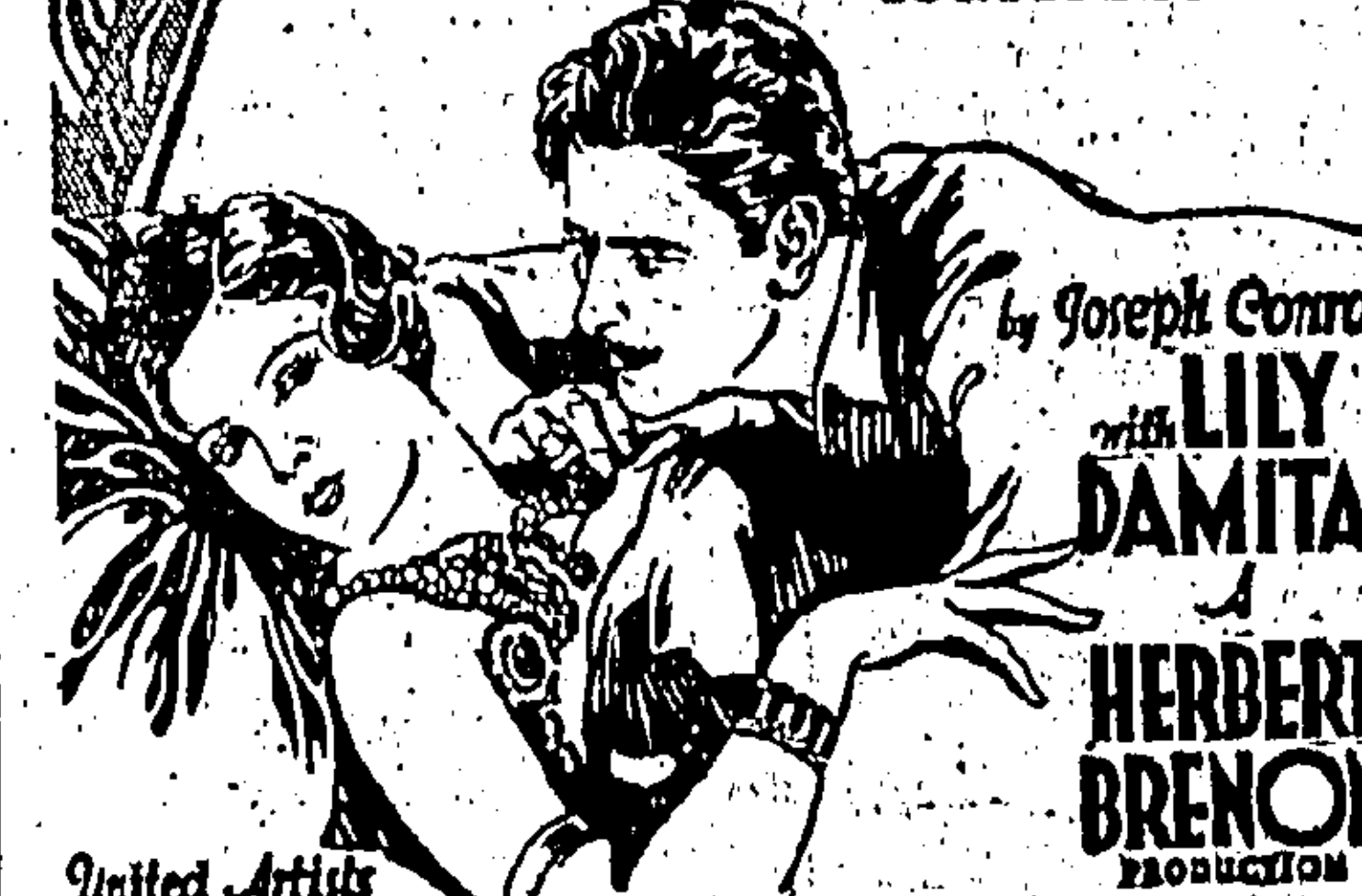
A WEALTH OF WONDERS

- in a stirring drama of the high seas!



Samuel Goldwyn
Presents **RONALD COLMAN**
in **The Rescue**

Demons dancing with the
fury of unspent rage; a
daredevil pitting his
brains against primitive
cunning. A drama of the
fearless!



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AT THE **QUEEN'S** FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20.

A GREAT ROMANCE OF THE DOG OF WAR

M.G.M. presents

Under the Black Eagle



with
RALPH FORBES
MARCELINE DAY
and
"FLASH"

THRILLING BEYOND WORDS!

AT THE **WORLD** FINAL SHOWINGS TO-DAY
Orchestra 5.15 & 9.20, Lido 2.30 & 7.15.

Denny's Fastest Comedy!



BRILLIANT!
SPARKLING!
UPROARIOUS!

THE KING OF LAUGHS
AT HIS VERY BEST!

CARL LAEMMLE

PRESENTS

REGINALD DENNY
IN

"Good Morning, Judge"
AT THE **STAR** FINAL SHOWINGS TO-DAY
At 2.30 & 5.30

9.15—THE ENGLISH COMEDY COMPANY—9.15.